

IT'S ALL ABOUT THE BUSES!

Bus & Coach PRESERVATION

Inside this month:

**SOUTHAMPTON AND
VISCOUNT OLYMPIANS
RESTORED**



THE FODEN-NC



MERSEYSIDE MADNESS!



**SANDTOFT AND LEEDS
REPORTS**

HULL REGENT PROGRESS

**Plus: all the latest news
and a whole lot more!**



BLACKPOOL EXPRESS

**NEW START
FOR PREWAR
REGAL**



NEWS PLUS

The latest news from the world of bus preservation and beyond.

BLACKPOOL EXPRESS

Standerwick FV 4548, an AEC Regal with Leyland body is the latest addition to the Quantock Heritage fleet. PHILIP LAMB reports.

ON THE ROAD

DAVID JUKES presents another selection of vehicles on our highways and byways.

VISCOUNT — WE'RE (BACK) HERE FOR YOU!

Enthusiasts have not only restored a former Viscount Leyland Olympian back to the Peterborough area operator's livery, but now also own the company name. NICK LARKIN reports.

EASTERN BUS ENTHUSIASTS

NICK LARKIN reviews progress at this up and coming group.

RETURN JOURNEY: VISCOUNT BUSES

A visit by your Editor to Peterborough bus station on a lovely day in July 1996 revealed that most of the Viscount fleet were showing no signs of the new owner, Stagecoach PLC.

AFTER THEY WERE FAMOUS: TITAN TIME

A selection of Leyland Titans keeping the marque alive.

SOLENT CITY SCORCHER

The sole-surviving former Southampton Citybus Leyland Olympian has recently been restored to original livery. DAVID JUKES found out more on one of this year's hottest days.

RETURN JOURNEY: RED ENSIGN

The Red Ensign coaching unit of Southampton Citybus was set up in 1988 using a Best Impressions-devised Red Ensign brand and livery. Enjoy the memories . . .

AN ELECTRIC EXPERIENCE

This year's Sandtoft Gathering proved to be an entertaining and enjoyable weekend as DAVID JUKES reports.

AT HOME IN LEEDS

CRAIG SCHOFIELD visited the Leeds Running Day on Sunday 20 August 2016. Here are some of the highlights.

FODEN'S FINAL DEPARTURE

PHILIP LAMB and JOHN CHERRY tell the story of recently restored Foden-NC West Midlands 6300 (ROC 300R).

STEVE'S BLUE HEAVEN

It's over a year since we visited Steve Lyne's very thorough restoration. Since then the front end of the vehicle has been the workplace focus.

MORE MERSEYSIDE MADNESS

In the latest of our series featuring buses from the Merseyside area, JAMES ROWLANDS takes a look at a 1972 Leyland Atlantean restored in Merseybus colours.

RETURN JOURNEY: MERSEYBUS

This trip back in time celebrates the post-deregulation era when former Merseyside PTE buses operated as an arms-length council-owned company.

THE FINAL RESTORATION

Having bought his first vehicle for preservation in 1959, Mike Sutcliffe MBE has just completed his final project, a 1934 Leyland TS6 new in to Todmorden JOC. SIMON GILL brings us the first instalment of a two-part story.

THE MODEL PAGE

NIGEL APPLEFORD examines Oxford Diecast's Weymann Fanfare.

OFF ROUTE

Some fascinating Peterborough memories and observations, plus a bizarre Barton development are among NICK LARKIN's submissions this month.

BUSMART

B&CP's comprehensive advertising section, where you can buy or sell any bus-related item.

SOUTH DEVON BREAK

We take the last opportunity this year to remember holidays from decades gone, by visiting South Devon to take a look at some of Devon General's AEC Regent Vs. A total of 96 of these fine machines were delivered between 1953 and 1966 with bodywork by Metro-Cammell, Weymann, Willowbrook and Park Royal. Here's a brief reminder . . .



MAIN PICTURE: Our main picture shows preserved DR817 (VDV 817), a 1957 Metro-Cammell-bodied AEC Regent V outside Newton Abbot railway station resplendent in traditional Devon General livery. Pictures: PRESBUS ARCHIVE

RIGHT: In June 1977 in Torquay we see No 523 (EOD 523D), a Weymann-bodied AEC Regent V completed in 1966 by Metro-Cammell as a result of the disastrous fire at Weymann's Addlestone factory.

FAR RIGHT: Still in Torquay in June 1977 Park Royal-bodied 509 (CTT 509C) awaits its next duty outside Fortes restaurant. Upon withdrawal this 1965 AEC Regent V travelled further west for a spell with Roselyn of Parr.

COVER: Read the story of this amazing Standerwick AEC Regal with an English Electric body on page 12. PHILIP LAMB



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46615B ARRIVA LONDON "COCA COLA" - NBFL
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29 Oct Swansea Bus Museum
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19 Nov Aston Manor Museum
Toy & Model Fair
2/3 Dec Manchester Transport
Museum

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An unsatisfactory trend ...

Trends in bus preservation, like trends elsewhere, tend to gain momentum very slowly, creeping forward un-noticed until a point is reached when it goes mainstream. Trends such as these are not always welcome, and it can often be too late at this point to reverse them.

Bubbling away beneath the surface at the moment is a worrying trend affecting bus preservation which is beginning to capitalise on some of the problems faced by the bus preservation world.

It is a sad but true fact that the crisis in bus preservation we and others have been predicting for some time is now virtually upon us. Quite simply there are more buses looking for new homes than there are indeed homes. Furthermore many of these vehicles are displaying prices chalked on their windscreens which are beyond the means of many involved in preservation. Now we're not saying that these prices are too high, they simply reflect probably just part of the huge costs of restoration.

Another barrier to their onward perseverance is their inability to connect. It's always been said that people are most likely to want to preserve a bus they went to school on, or one with a similar connection. When the time comes to pass the bus on and it comes onto the market, who else has some connection with it? A new saviour isn't going to buy it, simply because he or she likes its colour. Is there a connection between a preservationist in Newcastle and a Thames Valley Bristol RE? Probably not.

And it's getting worse. Regular correspondent JOHN WAKEFIELD recently put his thought down on paper: 'Recently we have seen a number of historic buses and coaches sold for conversion into car transporters, including Bedford VALs, Willowbrook-bodied FYG 663J and Duple Vega Major-bodied VPR 78. Both these were in poor condition and in need of total restoration. No bus preservationists came forward to buy them, so they have ended up with owners who are converting them into car transporters. FYG 663J as

an 'Italian Job' replica (despite it not being a Harrington Legionnaire) and VPR 78 into a period 1960 race car transporter. Both these vehicles are very rare and the last examples of their type. 'So is this going to be an ongoing trend? There seems to be a growing number of people, who, inspired by events like the 'Goodwood Revival', have no scruples when it comes to carving up an historic vehicle turning it into something it never was. This is not only confined to car transporters. There are an equally growing number of people who inspired by programmes like 'George Clarke's Amazing Small Spaces' TV programme who see an old bus or coach as an ideal period caravan or 'glamper'. (What an awful word, fits this awful trend perfectly! — Ed)

'At the moment this has by and large been confined to unrestored vehicles that have been languishing for a few years, and it could be argued that at least they have been saved from possible scrap or dereliction. But as more and more restored vehicles come onto the market as elderly owners retire or sadly die, there is concern that some restored buses and coaches will get hacked into transporters, caravans, mobile bars etc.

'I'm sure there are people out there who would love to get hold of Cyril Kenzie's fully restored Harrington Legionnaire-bodied VAL14 and turn it into an 'Italian Job' replica.'

We couldn't agree more with John's thoughts. Once again, we can offer no solutions, but see it as part of our mission to bring these unacceptable trends to as wide an audience as possible in the hope someone out there can. It's our heritage, and we must protect it.





Horde in danger

Some 20 classic coaches and buses, including several Bedford VALs urgently need homes as the site on which they have been stored has changed hands. The new owner of the land, at Lysander Yard, Shobden, Shropshire, is offering the vehicles at £1,000 each but says would-be buyers need to act quickly.

Among the rarities are two Plaxton-bodied Seddon Pennine 6s, CDC 166/8K, new to Bob's Coaches of Thornaby; Bedford VAL/Duples include new to Smiths of Reading 9797 DP from 1964, a 1965 example, GMB 200C, delivered to Bullock of Cheadle and RBC 345G, new to Cook of Dunstable; two Bedford VAMs with Plaxton bodywork are GCJ 333D, ex-Wye Valley of Hereford and BWP 727H, new to Regent of Redditch; a brace of Duple-bodied Bedford YRQs are FAM 913L, new to Corvedale of Ludlow and HAL 513K from Clarke of Newthorpe.

Leyland Tiger with Duple Dominant bus body, B472 ENT is also among the haul. This was new to Trefaldwyn of Montgomeryshire, in 1984.

Anyone interest in one or more vehicles is invited to contact Jim Locke on 07703 199752 urgently.

VRT returns to the road

Peter Cook of HaDWaD advises that its convertible VRT/SL3 Hants & Dorset 3377 (UFX 858S) has made some progress after being absent from the rally circuit for a while.

Following several days of battery charging and filling the gearbox system with c20 litres of oil, the bus started and ran well on a short test run.

With an MoT due next month, focus will then be

shifted into sorting the roof out for refitting. Replacement roof lifting hooks will be need to be sourced and fitted and a length of front trim replaced following damage incurred on the last lift in 2012. The lifting hook bolts won't shift so if anyone has any ideas on shifting them/sourcing new ones it would be appreciated. Peter can be contacted at: petercook31054@gmail.com

There were six members of



this UFX batch of convertibles and surprisingly five of them still exist as they approach their 40th birthday.

Pictures: PETER COOK

Bedford OB returns to UK

Bedford OB/Duple Vista, GWV 297 new to Harrison of Swindon in 1951 and serving with Athelstan, Malmesbury in 1966, before passing to preservationist David Adkins of Upper Boddington in 1997, was later exported to Belgium.

Having being acquired by Belgium wedding car hire firm Retro of Aartselaar

in 2012, the coach passed to Rik Liekens in a sell off of Retro's vehicles upon closure of the company in 2015.

GWV 297 was advertised on an Internet vehicle advertising web site in early 2017 along with Bedford J2/Plaxton mini-coach, ANX 202B new to Court, Fillongley in June 1964.

Both vehicles have now been bought by Dave Chadwick and John Ealson of Chertsey. They are looking for spares to restore the vehicles, particularly the OB from which a number of items have gone missing. Please telephone John at Ealson Coaches on 01932 560235 if you can assist. Report and pictures: JOHN WAKEFIELD



Low loader spill on M5

TYJ 424, 302 PFM, an ex-Crosville Bristol MW towing vehicle came off a lowloader on the M5 near Tewkesbury on Friday 25 August. It had recently been listed for sale on eBay by Dean Hewlett of Bath for £5,500. Presumably it was being transported to its new owner reported to be a Philip Pickard. No other details are known at this time.

Report: JOHN WAKEFIELD



Hardy Tour forms centrepiece of Dorchester Bus Rally

Sunday 13 August saw the 3rd annual Dorchester running day organised by the West Country Historic Omnibus and Transport Trust (WHOTT).

A tour of sites associated with Thomas Hardy's book *The Woodlanders* formed a major attraction at this year's rally, WHOTT joining forces with the Hardy Society to celebrate 130 years of the book's publication. A coach tour ran through Melbury Park by kind permission of the Hon Mrs Charlotte Townshend. The tour was facilitated by Hardy Society chairman Mrs Helen Lange and vice-president Dr Tony Fincham and was so popular that an extra coach had to be provided.

Elsewhere 30 buses operated 75 departures on 15 routes from Top O' Town between 09.20 and 17.30. In addition, early morning feeder buses

brought enthusiasts and the public in from adjacent towns. Previous years' routes were expanded to include a regular service to and from Weymouth for those who wanted to visit the beach and shops. All services were free. In addition to the buses, there was a display of classic cars and commercial vehicles including a 1935 Beardmore taxi once owned by Geoffrey Fox-Strangways of Melbury House.

Chairman Robert Crawley said: 'We were pleased to welcome the deputy Mayor of Dorchester and many of its citizens, and were delighted to have the support of local bus operators Go-Ahead and Damory which displayed some of their more modern vehicles.'

'Vintage buses travelled from as far afield as Coventry and the Isle of Wight bringing enthusiasts to this unique event. In perfect weather we carried out

nearly 3,000 passenger journeys. Given the positive feedback received, we have already confirmed with the authorities and Hardy Society that we will return to the same site on the same Sunday next year.'

A new book outlining the history of Southern & Western National bus depots compiled by Robert Crawley, who was on hand to sign copies, was launched at the rally,

A souvenir programme describing the routes operated and a summary of local transport history was on sale on the day and a very small number are still available from Robert Crawley.

Further details can be found on www.buseum.org.uk, Facebook @WHOTTbuseum or from Robert Crawley, telephone 01395 567795.

Report: JOHN ROBERTS

Pictures: DAVID RAY



Plymouth success

The August Bank Holiday weekend saw sunshine and crowds attend the 3rd Plymouth Bus Rally organised by the Plymouth City Transport Preservation Group.

Saturday saw a static display of vehicles with South-West connections dating from 1946 to 2012.

Sunday saw a full day rally and running day blessed with crowds and warm hot sunshine. Trips to various points around the City including the Hoe, Royal William Yard and Mount Batten as well as over the Tamar Bridge. In addition there was also a shuttle service to the Plym Valley Railway.

Group Chairman Jason Beverley said: "We are very proud of what we have achieved in a very short space of time since the group came under new control. We are delighted with the turnout and the weather, which was an added bonus. We would like to acknowledge the assistance



of our sponsors Plymouth City Bus and Target Travel and also the assistance of Plymouth City Council without which the event would not have been possible. We look forward to

co-operating with all again for an even better event next year. A big thank you too to all those who attended. We hope to make Plymouth a permanent destination rally

fixture for the foreseeable future.'

Entry forms for vehicles and trade stalls for 2018 can be found online at www.plymouthcitytransport.co.uk.

Irizar Urko leaves Andrews at last

The last surviving Volvo B58/Irizar Urko, LAJ 999W, left Andrews Coaches, Foxton on 31 August on its way to new owner,

Harrods Coaches of Downham Market where restoration is planned. Picture: JOHN WAKEFIELD



AEC Renown VA 5777 to be auctioned

JOHN WAKEFIELD advises that since the mention in last month's 'News', the owner, Lady Windsor-Clive, has decided to put the bus back into auction with Brightwells at Leominster on 27 September with an estimate of £8,000 to £10,000.



Miniature for sale

Happy Days Coaches of Woodseaves, Stafford is selling its Johnson miniature Harrington coach, one of many built in the 1950s by Ernie Johnson, a Harrington employee.

Most were used in amusement parks for children's rides. This one, VRE 150, was built in 1951 and was fitted originally with a Villiers 125cc 2-stroke motorcycle engine, but now has a modern industrial 4-stroke unit. Ideal for the enthusiast with small parking space, it will fit in a domestic garage, and is currently for sale at c£10,000.

According to a report in *Coaching Journal & Bus Review*, August 1979, it was new to G. H. Austin & Sons, t/a Happy Days in 1949 so it looks likely that Austins has owned it from new.

Report: JOHN WAKEFIELD

Picture: HAPPY DAYS COACHES



Lodges outshop Seagull OB

Lodges Coaches of High Easter has recently completed restoration and a repaint in its livery of former Seagull Coaches, Blackpool, Duple Vista-bodied Bedford OB CFV 851 following acquisition in September 2016

from preservationist Doug Payne of Thundersley, Essex who had owned it since 1978.

The OB will now join Lodges Heritage Fleet and is available for hire.

Report and picture: JOHN WAKEFIELD



Prime Minister visits ADL

Prime Minister Theresa May has visited Britain's leading bus and coach manufacturer Alexander Dennis Limited (ADL) to announce export finance support for British businesses and to celebrate a major order which sees ADL deliver 90 low-emission double-deck buses to Mexico City.

This contract is supported by the Department for International Trade, whose UK Export Finance agency made a £44m finance deal available to ADL as part of a wider £1.7bn programme of support for UK companies in international markets.

Colin Robertson, ADL Chief Executive, welcomed the announcement: 'We are privileged to have the Prime Minister here to announce Government support for exporting businesses like ADL. Our ability to offer finance from UK Export Finance in Mexican Pesos was a significant benefit to our buyer, helping us win this major contract.'

The order from Metrobús, first announced in October 2015, has been ADL's biggest single deal from a single

customer in a brand new market. The modern, comfortable high-capacity Enviro 500 buses will ease road congestion and, thanks to low-emission engines meeting the most stringent emission standards, improve street level air quality on the Paseo de la Reforma boulevard in Mexico City.

Colin Robertson continued: 'Any

contract of this size is important for us to win. It allows us to continue to invest in people, processes and products which will help us secure the jobs of our 2,100 team members in the UK and many more in the supply chain, as well as to continue to develop our international customer base.'

Picture: ALEXANDER DENNIS



Gash Daimler joins Lincolnshire Museum collection

The Lincolnshire Vintage Vehicle Society has added Massey-bodied 1948 Daimler CVD6, DD2 (KAL 579), new to famous Newark-on-Trent independent W. Gash & Sons to its collection.

A recent urgent need to take in some historically important local buses at the Transport Museum, Wythall has meant that some not-so-local buses have had to be offered to other museums to create space for the new arrivals. The Trustees at Wythall thought Lincoln would be the ideal place for DD2 to find a new home.

With funding from the Lincolnshire Vintage Vehicle Society's catering account,

the supply of tea, cakes and sandwiches to hungry visitors at our Transport Festival events has been turned into the latest member of the fleet, and with the professional help of Wells Recovery at Bracebridge Heath, DD2 made a return journey along 'The Fosse' coming to Lincoln in July 2017.

Quite an amount of work was undertaken when DD2 was at Wythall and so it looks rather fine and makes all the 'right' noises! It has, however, been stored for several years so it does need a little fettling and a service, together with a good clean and polish, and the application of fleetnames etc.

Said a Lincoln

spokesperson: 'Obviously we welcome support or sponsorship from members and friends to get DD2 on the road again as soon as possible, so it can be enjoyed by our many visitors. Batteries are needed together with new tyres, and a rear road spring needs replacing too.'

W. Gash & Sons was established in 1919 as a corn millers at Elston near Newark. A lorry used for deliveries was later fitted with seats to carry passengers on market days, and in 1926 the first proper bus was bought. In 1932, the Nottingham–Newark trunk service was established along the Fosse Way (part of today's A46).

The 1939–45 war brought new and enlarged RAF airfields to the area, and secondhand double-deck buses joined the fleet to meet passenger demand. In the winter of 1948/49, a batch of four lowbridge Strachan-bodied CVD6s, the Company's first new double-deck buses, joined the fleet, which moved in 1953 to a purpose-built garage in Newark.

Shortly after this, the road under the low railway bridge at Saxondale was modified to allow the operation of full-height double-deckers, and the Company's next six Daimler double-deckers were built with highbridge bodies.

In 1958/60, the original four received new Massey 61-seat highbridge bodies with platform doors. The Daimlers continued in regular service until the 1970s, on the main Nottingham service and on schools services in Nottinghamshire and Lincolnshire. DD1 stayed with the Company long enough to pass to Lincolnshire Road Car when the company was sold Road Car in 1989, and was retained for special duties for many years.

DD2 was withdrawn in 1979, and entered preservation, passing in 1980 to the collection of the Transport Museum at Wythall, where it received an overhaul and repaint in 1990/91.

The Newark–Nottingham service passed to Lincolnshire Road Car, then to Pathfinder and Nottingham City Transport and is now back in independent operation with Marshalls of Sutton on Trent, marketed as the 'Fosseway Flyer', and with buses that keep the connection to the past alive by continuing the Gash fleet number sequence.



Visit Santa on his vintage bus

FREE Open Day Sun 10th December

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Nottingham Heritage Vehicles Charity. The Heritage Bus Depot.

Portland Road, Hucknall, Notts NG15 7SF Open 10am - 4pm

Soak up a little transport nostalgia, learn about our aims, and maybe even enlist as a new volunteer. We are working towards developing a centre for restoration excellence in Nottinghamshire, whilst continuing to operate the depot as a working heritage bus garage. Volunteers are gradually restoring the fabric of the art deco bus garage, whilst others work on vehicle projects and background tasks.

Want to know more - then come along for a look around ! Please use public transport or the NET tram to visit us.

Follow us on FACEBOOK for latest news, events & trips.

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Blackpool Express

Standerwick FV 4548, an AEC Regal with English Electric body is the latest addition to the Quantock Heritage fleet. PHILIP LAMB reports.

This magnificent coach dates from 1934 and was one of three Beadle-bodied AEC Regals, FV 4483/548/9 supplied to W. Salisbury, Blackpool.

In 1936 the Salisbury business was sold to Ribble, the Regal trio being placed in the Standerwick fleet as Nos 38-40

Standerwick had been acquired jointly by Ribble and North Western in 1932. The partners were soon joined by Midland Red, the shares being equally divided amongst the three concerns. However, by 1935, North Western and Midland Red had both sold their shares to Ribble.

Both FV 4483 and FV 4548 were requisitioned by the War Department in 1941, FV 4549 remaining with Standerwick. It was numbered 24 in 1946 and sold in 1948.

In 1933 Ribble received a batch of 36 Leyland TS6 coaches; 18 bodied by Leyland and 18 by English Electric. The following year Ribble purchased Wright Bros (Burnley) Ltd, and to promote goodwill retained Wright Bros as a subsidiary, supplying it with two brand

new Leyland TS6 coaches with English Electric bodies registered HG 2758/9. The Wright's fleet was placed under Standerwick control at the end of 1935.

HG 2758 passed to the RAF in 1941, returning to Ribble in 1949, to be fitted with a 1938 Duple 31-seat body later that year. HG 2759 on the other hand remained with Standerwick throughout the war, becoming its No 25 in 1946. In 1948 HG 2759 was transferred to Ribble receiving a 1939 Burlingham 31-seat body.

It is the 1936 English Electric body (to Leyland design) previously fitted to this vehicle (HG 2759), that is thought to have been transferred to our subject, FV 4548 which was returned to Ribble by the War Department during 1948.

FV 4548 was next allocated to the ancillary fleet as DS1 (Driving School 1) as a mobile classroom. The replacement body was stripped out, fitted with lecture and demonstration desk, charts and mock up models of working parts; and then used for driver instruction at various Ribble centres.

The petrol engine was replaced with a 1939 AEC 7.7 litre diesel and in December 1964 was sold for preservation. By 1966 FV 4548 was recorded as being in the care of Colin Shears of the West of England Transport Collection.

In 1970 it passed to the Welsh Historic

Transport Trust and restored in the colours of Gower Vanguard Motors (1920) Ltd. It is believed that the Welsh Historic Transport Trust no longer in existence.

In 1981 the Regal was acquired by Clive Screaton of the Grand Edwardian Touring Co. A full 'body off' restoration taking over 10 years followed, the interior being refitted with 18 seats, tables and a rear servery for extended luxury touring in grand style.

Following the demise of Grand Edwardian Touring, FV 4548 was recorded as having passed from Clive Screaton to Wild Rose of Warrington and in September 2016 was offered for auction, noted as having been restored in 2006/07 by Lawton Motor Bodies.

With the reserve not being met, a deal was subsequently struck by Wild Rose with Stephen Morris of Quantock Heritage. Whilst in Stephen's care, the coach has received some mechanical attention and has been repainted in a replica 1930s Standerwick livery and has made a couple of appearances on the rally scene.

At present there is some discussion as to whether or not the coach will be refitted to enable it to carry more passengers, the jury still being out at the time of writing.

Our thanks to Stephen Morris, Peter Snowden and Roger Burdett for their help with this feature.

Opposite: **FV 4548**, a 1933 AEC Regal with 1936 English Electric body has been restored to represent a vehicle in the Standerwick fleet in the 1930s.

Right: **Lavish interior** reflects extended touring role.

Below: **Although FV4548 never actually ran on Standerwick's Blackpool-Birmingham-London service, it is representative of many coaches which did.** Pictures: PHILP LAMB



DAVID JUKES presents another selection of vehicles on our highways and byways.

DORCHESTER RUNNING DAY

The third Dorchester Bus Rally on 13 August, organised by the West Country Historic Omnibus & Transport Trust, saw 30 buses operate 75 departures on 15 routes. WHOTT's former Western National 1613 (LTA 772), a 1951 Eastern Coach Works-bodied Bristol LWL5G was allocated to Weymouth during its service days and is seen recreating one of its former route climbing out of Upwey towards Bincombe Down. Picture: DAVID RAY



LEICESTER CITY HERITAGE

Gathered together at Leicester's General Hospital on 13 August are three former members of the municipal Leicester City Transport fleet: No 50 (TBC 50X), a 1982 East Lancs-bodied Dennis Dominator, No 301 (GJF 30IN), a 1975 Scania BR111DH-based MCW Metropolitan, and No 225 (ARY 225K), a 1972 MCW-bodied Scania BR111MH Metro-Scania. Picture: SHANE ROSS



ON THE JURASSIC COAST

Seen outside The Vault in Seaton on 5 August when operating for Mendip Mule on its Jurassic Mule service between Beer and Charmouth is Rob Sly's convertible open-top Eastern Coach Works-bodied Bristol VRT/SL3 VDV 138S *Illustrious*. The Bristol was new to Western National in 1977 as its No 1138 *Warspite* and was renamed *Illustrious* a decade later. It later passed to East Yorkshire in which livery it was latterly operated by River Link of Dartmouth and is still carried. Heading through Charmouth some 20 days later when operating the same service is Mendip Mule's 7674 (BJG 674V) *Bazzer*, a 1980 Eastern Coach Works-bodied Bristol VRT/SL3 new to East Kent in roofed form bearing the same fleetnumber. Pictures: WILLIAM SPENCER/DAVID JUKES





STOKES BAY SUNSHINE

The annual Provincial Society Stokes Bay Bus Rally and Running Day includes an early afternoon cavalcade around Gosport's local roads. Fourteen preserved vehicles participated this year on 6 August alongside more modern machinery, of which David Kennedy's former Alder Valley 601 (CJH 141V), a 1980 Eastern Coach Works-bodied Bristol VRT/SL3, is seen shortly after departing the rally site. Following is former City of Portsmouth 190 (TBK 190K), a 1971 Seddon Pennine Coachcraft-bodied Leyland Atlantean PDR2/1, which has been preserved by the Portsmouth 190 Group since February 1982 and is currently based at the City of Portsmouth Preserved Transport Depot. Returning to the rally site in nearby Jellicoe Road is Darren Marshall and John Sherwin's former Provincial No 1 (A301 KJT), a 1984 dual-purpose Leyland National 2.

Pictures: DAVID JUKES





TOURING EDINBURGH

Passing through Glasgow's George Square on 2 August is GSG Coaches of Glasgow P20 GSG, a 1998 Van Hool Alizee-bodied Volvo B10M new to Park's of Hamilton registered LSK 499 and re-registered R409 EOS upon disposal from that fleet. Waiting on Waverley Bridge later that day after a rainstorm is Edinburgh Ghost Bus Tours (t/a Edinburgh Necrobus) RML 2343 (CUV 343C), a 1965 AEC Routemaster, shortly to operate the late evening tour at 19.30. Red Bus Bistro RML 2549 (JJD 549D), a 1966 AEC Routemaster, is used as a dining sightseeing vehicle, complete with an auxiliary generator under the staircase, and is seen the following day in much better weather heading along Princes Street. Pictures: DAVID MITCHELL





VISCOUNT

— WE'RE (BACK) HERE FOR YOU! —

Enthusiasts have not only restored a former Viscount Bus & Coach Leyland Olympian back to the Peterborough area operator's livery, but now also own the company name. NICK LARKIN reports.

'Viscount — we're here for you!' The slogan of a company set up to run the former Cambus, previously Eastern Counties services in Peterborough and beyond, immortalised in an incredibly catchy local radio commercial jingle. This seemed to be on everyone's lips around the city and even as far away as Wisbech.

Now an ex-Viscount Leyland Olympian has been restored in the yellow and white livery that was a familiar sight for nigh on a decade. The bus, Northern Counties-bodied F509 NJE, is part of an expanding

collection of vehicles, many with local connections, owned by members of Eastern Bus Enthusiasts.

SOME HISTORY

The Olympian was new to the Peterborough depot of Cambus, which had been formed by the National Bus Company in 1984 to take over Eastern Counties' Cambridgeshire operation, along with those based at Newmarket in Suffolk. A new light blue livery was initially adopted. Cambus was sold to its management on 5 December 1986.

In 1989, Cambus Holdings set up The Viscount Bus & Coach Company Ltd with depots at Peterborough, March and Bundle in Northamptonshire, passing to the new concern. The rest of the empire remained as Cambus.

The first vehicles new to Viscount, and wearing the new company's colours at its launch were four Mercedes Benz 811D-based Optare StarRiders, G801-4 OVA. Another major investment was three all-Leyland Olympians. H473-5 CEG, which arrived in August 1990.

Viscount was very much an autonomous operation, even running its own holiday and tours programme until Cambus Holdings took over the bulk of Premier Travel in 1990.

The Bristol VRT would remain the backbone of the Viscount fleet, with examples being bought from York City & District, Keighley & District, Wilts & Dorset as well as Cambus.

Arguably the 'star' vehicle operated was Bristol RELH6G coach SVF 896G, new to Eastern Counties bus acquired

from Carters of Colchester, which spent a couple of years in the fleet from December 1989. Also in the fleet until December 1990 was Bristol FS5G Lodekka BNG 886B, which even ventured out on service occasionally.

Viscount would be involved in one of the most bitterly fought 'bus wars' anywhere which even 25 years on is a contentious issue. Ralph Garratt's Fen Travel, formerly Fairtax, based at Ryhall, near Stamford, moved into town in a big way from 20 July 1992, gradually increasing its presence on major corridors with a fleet formed mainly of former Barton Leyland Leopards and assorted Freight Rover Sherpa minibuses.

Fares were lowered by Viscount to match those of Fen and just about every fight-back tactic in the book, and writs flew. On 27 February 1993 Fen was placed in voluntary liquidation. Even today it's not known whether major operator(s) backed Fen, but the driver's wage slips were reported to bear the words 'Midland Fox'.

Viscount had hired MCW Metrideres from West Midlands Travel to help its fight, and some examples of this model were purchased along with some Iveco

minibuses. In addition, to tackle the competition, the Peterborough Bus Company brand was set up as a low cost unit with vehicles painted in a superb red version of Viscount livery.

Cambus Holdings was purchased by Stagecoach in December 1995, and the Viscount company eventually dissolved, operations reverting back to Cambus. The Bristol VRT just made it into 2000.

SO WHAT ABOUT THE OLYMPIAN?

F509 NJE was one of 12 Northern Counties-bodied Leyland Olympians with Gardner 6LX2B engines and ZF fully automatic gearboxes delivered to Cambus in 1988. Registered F506-17NJE, the buses took the fleetnumbers 506-17, and were delivered from January to March 1989, Nos 506-11 being new to Peterborough whilst Nos 512-7 went to Cambridge.

In 2000 the NJE-registered Olympians were withdrawn from Peterborough, No 509 being sent to Bedford and later to Cambridge, never making it into Stagecoach livery but carrying its logo. The bus was sent to a dealer before

being acquired by Tiger European of Nottinghamshire, with which it was re-registered F74 MRC, the original mark being transferred to a Berkhof-bodied Volvo coach (to make this appear to be registered FS09 NJE). The Olympian was advertised for sale on a couple of occasions between 2011 and 2016, but without success.

Meanwhile Nathan Merryweather and Stephen Longmire of the Eastern Bus Enthusiasts had discovered that No 509 was the last surviving former Viscount Leyland Olympian — the others having been scrapped including 506, which they had previously looked after for short time on behalf of a North West enthusiast. H473-5 CEG had also all gone.

Contact with Tiger European was made and a deal struck to buy the bus at, said Nathan: 'A slightly less eye-watering price', than that originally sought. In addition, the Olympian would be united with its original registration number.

The bus had benefited from some major engine work not long before sale, and was in generally good mechanical condition. More recently a new starter motor has been fitted.

Opposite page: **Northern Counties-bodied Leyland Olympian 509 (F509 NJE) looks so home in Peterborough bus station.**
Pictures: NICK LARKIN

This page: **Tiger European operated the Olympian in an all-over white livery.**





Left: The Olympian back in Bourges Boulevard, Peterborough.

Below left to right: Can anyone help with correct-spec striped seat material?

Cab area remains in good condition.

The Olympian boasts a Gardner engine.

Bottom: Co-owners from the left: Nathan Merryweather, Scott 'Scottie' Gibson and Stephen Longmire.

Opposite: Viscount Olympian looks superb all round.





Since the bus was bought on 30 August 2016 seatbelts have been removed. The seats are set to be replaced as Tiger European had removed the grab rails on the originals.

Hanover dot matrix destination blinds have been installed to replicate the original Vultron set-up which was removed by Stagecoach Cambridge and replaced by a standard Bright-tech unit that had since failed.

Some body and panel work was completed before an appeal was sent out via Facebook for recommendations to find a suitable firm to paint the bus.

No 509 was sent to Marden Commercials of Benfleet in Essex, where the paintwork was flatted as appropriate following some additional panelwork. The bus received two coats of two-pack primer and two topcoats. All the artwork down to the legal lettering was produced in-house from photographs and artwork supplied by

Nathan. We really enjoyed this project and it's always good to revive an extinct livery', said Jim McKinnon at Marden.

The excellent results received much favourable comment when No 509 was driven around Peterborough for our photoshoot, bringing back the Viscount identity after more than 15 years. It certainly looked at home in the city's state of the 1980's art bus station, and received an enthusiastic welcome at the Stagecoach in Peterborough depot, its former home. A venture into the flat Fenland countryside was also much enjoyed.

So here we have it, a reminder of the time when, after years as an outpost of larger companies, Peterborough had its own major operator. Commented Nathan: 'It looks really good and well worth all the effort'. Nathan would like to thank his fiancée, Amy Chugg for supporting the project so much. 'She has been great and none of it from purchase to paint would

commented: 'I used to ride on these Olympians as a child, and always asked my mum if we could go upstairs. Seeing this bus makes me feel like I'm five-years-old again.'

The bus continues the Viscount tradition of naming double-deckers, and pays tribute to the late Eddie A. Purchase, once a conductor and later a driver for United Counties. On his retirement, Eddie became a volunteer at the Nene Valley Railway where he, Stephen and Nathan became good friends through their common interests. Eddie also helped organise the Sacrewell Farm bus rally at Peterborough and supported Nathan and Stephen in their ambition to restore a Viscount Bus. 'Sadly Eddie passed away in March 2013 and never got to see Eastern Bus Enthusiasts develop and grow into the huge success it is now, or of course this restored Viscount bus,' said Nathan. 'We very much appreciated Eddie's kind and supportive nature and decided to name 509 in his memory.'

We do have to mention a final development. Nathan has recently bought the dormant Viscount Bus & Coach Company Ltd. Could there be a future for the once mighty Viscount?

EASTERN BUS ENTHUSIASTS



Just some of the EBE fleet. Tom Mortlock's former Lynfi/Morleys Mercedes-Benz minibus, new to York Pullman Plaxton Pointer-bodied Volvo B6, Leyland Tiger/Plaxton Paramount in Grey Green guise, new to Kentish Bus Northern Counties-bodied Dennis Dart L212 YCU (potentially for sale) and former Whippet Volvo B10M/Plaxton Supreme VI VAV 160X.

NICK LARKIN reviews progress at this up and coming group.

Eastern Bus Enthusiasts, set up to support and encourage bus and coach preservationists in Cambridgeshire and beyond, currently has some 26 vehicles to its name. These are owned individually, by individual and groups of members or in the case of one recent addition, new to Sovereign but spending many years with Delaine of Bourne Wright-bodied Volvo B10BLE, P112 RGS, by the group as a whole, bought using funds raised.

This is one of several interesting additions to the group fleet. Alex Cavanagh joined the group after Nathan Merryweather conducted his wedding bus, Leyland PD3 FTF 702F, at Dews Coaches. He stayed in contact with Nathan, having a shared interest in buses and several years later got in contact again wanting advice on buying a former Whippet coach he had heard about. VAV 160X is a Volvo B10M with Plaxton Supreme VI bodywork new in 1982. This vehicle was bought from UK Bus Dismantlers of Bromyard but had operated latterly for Mid-Glamorgan-

based Bradford Minibus hire.

The B10M is now back on the road following extensive work on the chassis and rear of the bodywork. Alex also co-owns, along with Stephen Longmire, ex-Whippet Volvo Citybus/Northern Counties H303 CAV recently featured in *B&CP*.

Member Scott 'Scottie' Gibson, a Stagecoach driver at Peterborough has always loved buses and was particularly fond of the noise made by Volvo Citybuses bought by Lincolnshire RoadCar. Hence his purchase from Dews of Somersham of Alexander-bodied F105 XCW, one of



Volvo B10M/Plaxton Supreme VI has undergone major surgery at the rear.



Volvo B6/Plaxton Pointer was new to York Pullman but ended up at First Cymru.

PLEASE NOTE:

The first **Busfest by Night** takes place on Sunday 3 December, with services running between 13.00 and 19.00 from Whittlesey to Peterborough, Ramsey, Turves and March.

ten examples new to Burnley & Pendle in March 1989.

The Citybus passed to Stagecoach Ribble and then RoadCar. Sent to Geoff Ripley at Barnsley, the bus was reprieved by Hodson's Coaches of Clitheroe before passing to DeckerBus, Whittlesey and Judd's of Guyhirn. Scottie intends to outshop the bus in RoadCar's green, yellow and white colours.

A big fan of driving Dennis Darts, Scottie has added new to York Pullman Plaxton Pointer-bodied example R131 FUP, which finished its working career with First Cymru, to the fleet.

EBE helps members working on vehicles, storage and finding spares, Trips to various events also take place. Most importantly, EBE organises the highly successful Fenland Busfest, taking place annually in May.



New to Burnley & Pendle Volvo Citybus/Alexander is to be outshopped in RoadCar green, yellow and white.

CAN YOU HELP?

EBE is interested in hearing from anyone interested in becoming involved with the group and its work. Additionally, any Viscount photos and memorabilia are sought for the group's archive... And finally, does anyone have a copy of that legendary Viscount radio commercial! For further details e-mail: admin@easternbusgroup.co.uk or visit: www.easternbusgroup.co.uk

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VISCOUNT Buses

Prior to the sale of Cambus Holdings to Stagecoach PLC in December 1995, 29 buses were delivered new to its Viscount subsidiary. Gradually thereafter all new deliveries and existing members of the Viscount fleet received Stagecoach stripes, but on a visit by your Editor to Peterborough bus station on a lovely day in July 1996, most of the fleet were showing no signs of the new owner.



Top: **Star of this month's feature, Viscount Northern Counties-bodied Leyland Olympian No 509 (F509 NJE)** had been new to Cambus in 1988. In 2000, It was transferred to Bedford and later Cambridge, never making it into Stagecoach livery but carrying its logo. No 509 saw later service with Nottinghamshire independent Tiger European with which it was re-registered F74 MRC.



Above left: **S6 (J806 DWW)** was an Optare StarRider new in 1992, one of three bringing the total number operated at the time to eight. The StarRider normally seated 29 and was based on the Mercedes-Benz 811D, lacking the familiar Mercedes cowl.

Above: **Delivered later that year, S75 (K175 CAV)** was one of seven Iveco 59.12s with Marshall 25-seat bodywork.

TITAN TIME

Following our run down of AEC Regents last month, here we bring you a selection of Leyland Titans keeping the marque alive after their service days had come to an end.

Right: This 1936 Leyland TD4 with Metro-Cammell (1952) body was new to Crosville as its M511 (CWB 987). It is, however, seen here at the old Haymarket bus station in Newcastle in its latter day role as the United Auto canteen bus. CWB 987 still exists today in preservation.

Below: Seen in April 1977, this South Notts 1953 all-Leyland PD2/12 started out with the operator as its No 53 (ORR 810). Withdrawn in October 1968, it languished at the depot until July 1975 when it was converted into a towing vehicle and re-registered YSV 978. During the winter months it was fitted with a snowplough.



Above: Decked out in NBC training yellow and with Northern fleetnames, MCCW-bodied Leyland PD2/12 PUP 548 had been new to Sunderland District as its 276 in 1955. The bus was caught on camera in May 1977.

Left: It's October 1975 and former Northern General PD2/12 with Park Royal body 1764 (VUP 764) has found later employment as a Play Bus.

AFTER THEY WERE FAMOUS

Pictures: PRESBUS ARCHIVE



Now preserved Fishwick 5 (528 CTF), a 1958 Weymann-bodied Leyland PD2/40 spent its final years with the operator as a driver training bus. In which role it is seen at Fishwick's depot in March 1978.



Southend Leyland PD3s were a good bet when it came to non-PSV work. Seen here in August 1983 in use as a hospitality unit with Harmony Inns is PHJ 950, a 1958 Massey-bodied Leyland PD3/6. Today this vehicle is in use as a sightseeing bus in Berlin fitted with an offside door.

In August 1970, Nottingham City Transport was using 1958 MCCW-bodied Leyland PD2/40 1030 (30 ATO) to train new drivers.



Former Ashton 1965 Roe-bodied Leyland PD2/37 PTE 942C found a new life upon withdrawal with Bolton-based glazing company Patio Pleasure.



We conclude this month with another former Southend Leyland PD3, on this occasion 1967 East Lancs-bodied Leyland PD3/4, originally No 347 (MHJ 347F) in the Southend fleet. Now preserved, the bus is seen in May 1986 as a training bus with Plymouth Citybus as its No 7509.

Solent City Scorcher

The sole-surviving former Southampton Citybus Leyland Olympian has recently been restored to original livery. DAVID JUKES found out more on one of this year's hottest days.

Southampton City Transport acquired no fewer than 175 East Lancs-bodied Leyland Atlanteans between 1968 and 1982 as its Nos 101-22/4-276 (the missing No 123 was destroyed by fire at the East Lancs factory before delivery in 1970; its salvaged chassis was exported to New Zealand and bodied there as a single-deck bus). The SCT frontline fleet was 100% Atlantean from 1981, when the final single-deck Seddon Pennine RUs and AEC Swifts were withdrawn, but a new generation of double-deck buses had to be considered owing to the then imminent cessation of home market Atlantean production.

EVALUATION

Four East Lancs-bodied double-deck buses were acquired for evaluation in

April 1984: a single Dennis Dominator, No 277 (A277 ROW) and three Leyland Olympians, Nos 278-80 (A278-80 ROW) with different engine and transmission combinations. A period of indecision followed as subsequent orders saw four Dominator buses, Nos 281-4 (C281-4 BBP), two dual-purpose Olympians, Nos 285/6 (C285/6 BBP) and two Olympian coaches, Nos 287/8, (C287/8 BBP) arrive between April and July 1986 — all eight bodied by East Lancs.

Two more dual-purpose East Lancs-bodied Olympians were acquired in August 1987 as Nos 289/90 (E289/90 HRV). These were the final Leylands to be acquired by Southampton City Council, Southampton City Transport becoming the arms-length council-owned Southampton

Citybus Ltd on 26 October 1986.

The final Council acquisition of new double-deck buses saw eight Dominators join the SCB fleet in early 1989 — East Lancs-bodied buses Nos 291-8 (F291-8 PTP).

February 1988 saw the setting up of a dedicated SCB coaching unit using the Red Ensign brand. Its opening fleet consisted of Olympians 287-90 alongside two Atlanteans — open-top No 900 (WOW 529J) and

Now preserved East Lancs-bodied Leyland Olympian Southampton 289 (E289 HRV) and sister 290 (E290 HRV) were regularly used on Southampton Citybus' Solent City Shuttle route 727 which linked their home town with Portsmouth via the M27 and M275 motorways, their coach-style seating proving ideal for the task. DAVID JUKES





hospitality unit 001 (PCR 298M). Nos 289 and 290 were repainted in Red Ensign's overall red livery just six months after entering service in the red with cream relief SCB livery and carried both Southampton Citybus and Red Ensign fleetnames.

Nos 287/8 were renumbered 502/3 respectively in 1990. That same year saw former London Buses East Lancs-bodied Olympian coaches LC1/2 (C201/2 DYE) join Red Ensign as its Nos 504/5, directly replacing Nos 289/90 which returned to the bus fleet.

PREMATURE WITHDRAWAL

But all was not well with the Atlantean's successors. The majority were prematurely withdrawn and the AN68 Atlanteans' reign continued with more of the type being acquired secondhand from Plymouth. Nos 281-5 were sold to Bullock

Top left: **No 289 was delivered in Southampton Citybus' standard red and cream livery and is seen in the company of more mundane municipal vehicles at the now-redeveloped Portswood Garage complex soon after delivery.** DAVE WOODS

Top right: **The setting up by Southampton Citybus of a dedicated school bus unit saw several buses, including 289, gain a yellow band amidships and 'Schoolbus' fleetnames. As First Hampshire 1289, the bus was given First national fleetnumber 34989 on 12 January 2004.** DAVID JUKES

Centre: **No 289 was returned to Southampton Citybus red with black relief livery soon after its purchase by Phil Blair for preservation. It is seen in Shaftesbury Road, Southampton, on 30 May 2010 during a PB Bus Marketing Specialists-organised bus running day.** DAVID JUKES

Bottom: **No 289 was transferred in PB Bus Marketing Specialist's Xelabus fleet in September 2010, soon receiving its Tilling green livery and fleetnumber 505 before being named 'Marion'. The reliveried Olympian is seen on 17 July 2011 at that year's Alton Bus Rally.** DAVID JUKES

of Cheadle and Nos 278/80/6 to Sheffield Omnibus in 1991, while 1992 saw the departure of No 279 to Grey-Green and Nos 291-8 to Capital Citybus.

Just 277/89/90 and the four Olympian coaches (502-5) remained of the new generation – the last four reregistered SIB 3272/73, WLT 649 and SIB 3275 respectively in 1992.

All seven passed to the privatised SCB on 21 December 1993 following a management and employee buy-out, although the four coaches were sold in 1997 – 502/3 to Marchwood Motorways of nearby Totton and 504/5 to West Surrey Buses of Weybridge.

Nos 277/89/90 passed with the SCB operations into First Bus ownership on



28 July 1997, initially trading as First Citybus until renamed First Southampton the following year.

1999 saw First Southampton and First Provincial join forces as First Hampshire. The former's fleet had 1000 added to existing fleetnumbers to prevent duplication with former Provincial stock, Nos 277/89/90 becoming First Hampshire 1277/89/90 respectively.

The Dominator reached the end of the road in 2000; just the two dual-purpose Olympians remaining of Southampton City Council's post-Atlantean double-deck purchases in their home city.

Both buses passed to the enlarged First Hampshire & Dorset operation in 2003 when the 1999-acquired First Southern National was added to the Southampton-managed portfolio. National fleetnumbers 38989 and 38990 were applied on 12 January 2004 – both vehicles still wearing red livery at that time.

PRESERVATION

Corporate hues were eventually applied in late-2005 before both Olympians were eventually withdrawn four years later; the former 290 (now 38990) from First Hampshire & Dorset's Bridport outpost

for scrapping by Erith Commercials the following year, while the former 289 (38989) stayed at home and subsequently passed to Phil Blair of PB Bus Marketing Specialists for preservation on 23 July 2009.

No 289 was swiftly repainted in Southampton Citybus red and black livery during the next month before later being put to work with PB Bus Marketing Specialists' sister company Xelabus. Here it was repainted in Tilling green and cream fleet livery and numbered 505 in September 2010, before receiving the name 'Marion' in January 2011.

The Olympian was sold to Dave Woods of the Southampton & District Transport Heritage Trust (S&DTHT) for preservation and was rallied in Xelabus livery. A new engine was fitted in summer 2013, after which another ownership change occurred, the bus being shared between Dave Woods, Dennis Ashbee and Tom Lingwood — all proud S&DTHT members.

But it was a routine brake check in September 2015 that gave an indication that the chassis was not in the best of health: 'We were trying to put the bus up on blocks to check and adjust the rear brakes,' recalls Tom. 'I misjudged it by reversing too far and managed to get the blocks caught up in a rear mudguard which came off.'

'We thought I had also damaged the air suspension as one of the rear bags was deflated, so off came the rear wheels in order to put in some air,' he continues. 'We found the air pipe covered in rust and a closer inspection revealed severe chassis rot over the rear axle.'

REMEDIAL ATTENTION

The Olympian was dispatched to I M Services of Romsey for remedial attention as fingers could be pushed through the worst parts of the nearside chassis member and the offside was starting to crack. Wheelarches and floor were removed from the rear bodywork to enable the welding of new steel in order to restore the chassis' structural integrity. The opportunity was also taken to fit a new exhaust system and repair the fuel tank.

The owing group, assisted by S&DTHT volunteers, improved their steed in other ways: 'The rear route number display had been covered with plastic for some years,' explains Tom. 'We eventually managed

Below: **Chassis corrosion discovered around 289's rear axle in September 2015.**



Above: **A close-up of 289's worst affected chassis area – remedial action was clearly required ...**



Sparks fly as I M Services remove 289's rear nearside wheelarch in November 2015.



New steel is in place adjacent to 289's nearside rear wheel.
All: TOM LINGWOOD



Above left: **A rearward view of 289's upper-deck showing the high-backed seating, as reupholstered during its Xelabus service, and flush-mounting lighting units.**

Above: **No 289's lower saloon looking rearwards. All but two of its seats face forward.**

Right: **No 289's cab area.**

Far right: **No 289's restoration includes the fitting of a Wayfarer ticket machine. All: DAVID JUKES**



The standard East Lancashire body for rear-engined double-deckers steadily evolved from the 'Bolton style' first produced in 1963. The bodywork fitted to 289 features deeper upper saloon front windows with the foremost side windows sloping to match. Upswept rear side windows are also fitted as are moulding strips both sides of the lower cream band and amidships. DAVID JUKES



Above: **The East Lancashire bodywork fitted to 289 is effectively its standard body with additional detailing commonplace on its double-deck coach designs, particularly the sloped lower edges of the foremost and rear side windows. The large upper-deck emergency exit and lower-deck rear windows were distinctive features of East Lancashire's output around the time of 289's construction.** DAVID JUKES

Right: **Tom Lingwood, co-owner of 289 and our driver for the photoshoot.** DAVID JUKES

to remove this and found the original electronic display remaining in place, and still in working order.'

The front route number display was exchanged for an original-style unit and the electric roller blind control box relocated from behind the windscreen's upper edge to the driver's locker beneath the stairs. No longer will its electronics be affected by front-end leaks.

Tom is unsure of 289's current destination blind's origin as it was acquired some time ago. It is certainly ex-Citybus but may have been fitted to a Lynx or any one of the post-Atlantean

Olympians and Dominators as it carries the correct destinations, including the 727 Solent City Shuttle once regularly operated by Nos 289 and 290 between Southampton and Portsmouth.

Preparations for a repaint in 289's original Citybus red and cream livery included repairs to the front dome: 'This has been repaired many times over the years,' considers Tom, 'particularly the nearside corner.

'It was finally repaired by I M Services,' he adds. 'Our most recent repair fell out while the bus was being sanded as too much filler had been added over time. An aluminium patch was used by I M Services to strengthen the corner and it now looks so much better.

'The inside dome has still to be finished but we have earmarked a suitable piece of Formica from a former

Southampton Atlantean that is presently being stripped for spares.'

The repaired and repainted Olympian was successfully put through a Class 5 MoT test by I M Services earlier this year thereby enabling 289's preservation debut in Citybus livery at the Friends of King Alfred Running Day this May Day. Fleetnames, numbers and other signwriting were produced in vinyl by

Print Room of Chandlers Ford and these were duly applied for the finishing touch.

'In the longer term we would like to reupholster 289 in the correct red and grey fleck moquette fitted when new,' concludes Tom, 'but in the meantime we will be out and about at the majority of local rallies and running days.'

Our grateful thanks to Tom

Lingwood and S&DTHT Chairman David Hutchings for their assistance and hospitality on a sweltering June day.



Red Ensign

The Red Ensign coaching unit of Southampton Citybus was set up in 1988 by Phil Blair, then SCB Marketing Manager, using a Best Impressions-devised Red Ensign brand and livery. Its fleet included Setra S228DT and Leyland Olympian double-deck coaches, a variety of Leyland Atlanteans in open-

top, hospitality unit, mobile cinema and information point forms, and a single Leyland Tiger.

The brand expanded to Portsmouth between July 1988 and January 1990 when SCB jointly owned that City's erstwhile municipal operation with its employees — three Leyland Leopard coaches and two

open-top Atlanteans also gained the red and black livery.

The Red Ensign was lowered during 1997 with the sale of its remaining Olympian coaches shortly before parent company SCB passed into First ownership. Here is a reminder of some of the vehicles to grace the Red Ensign fleet:

AUS 644S, a 1978 Duple Dominant II-bodied Leyland Leopard PSU5B/4R, new to Nationwide Coaches of Lanark, was acquired by the City of Portsmouth in April 1986 and numbered 101. It was transferred to Portsmouth City Transport that October before passing to Portsmouth Citybus in June 1988. It is seen later that year in newly applied Red Ensign livery behind Portsmouth City Council's Civic Offices. The Leopard passed to Southampton Citybus in October 1989 with which it was numbered 60. It was later renumbered 511 and reregistered OJI 1875 before sale to Tourist Coaches of Figheldean in 1993.

Pictures: DAVID JUKES



Portsmouth Citybus 10 (ERV 252D), a 1966 Metro-Cammell-bodied Leyland Atlantean PDRI/1 new to the City of Portsmouth in roofed form as its No 252, was converted to open-top in 1979. It was one of a pair of the type repainted in Red Ensign livery and is seen in Station Street, Portsmouth on 19 May 1989 when deputising for an unavailable roofed bus on a route 14 duty. ERV 252D is now part of the Toronto (Canada)-based Bus & Boat Company's fleet.



The second of the five open-top Metro-Cammell-bodied Leyland Atlantean PDRI/Is in the Portsmouth Citybus fleet to receive Red Ensign livery was No 8 (ERV 249D), new to the City of Portsmouth in roofed form as its No 249 and converted to open-top in 1978. The bus is seen laying over in Anglesey Road, Portsmouth on 22 June 1989. No 8 passed to Stagecoach Southdown with the Portsmouth Citybus operations before being exchanged with Southampton Citybus for overall-advertisement-liveried sister ERV 250D that May, as it was considered simpler to make the exchange instead of repainting ERV 250D in Red Ensign livery. No 8 became the second Citybus No 506 before passing to Bournemouth Heritage Transport in 1991. The bus was most recently recorded as a member of the Onoz (Belgium)-based Visibuzz fleet in September 2010.



Above left: 1971 East Lancs-bodied Leyland Atlantean WOW 529J was renumbered 507 by Southampton Citybus in early-1990, and is seen laying over in central Southampton on 15 September 1990.

Above: Southampton Citybus 290 (E290 HRV), the other 1987 dual-purpose East Lancs-bodied Leyland Olympian in its fleet, is seen alongside Southampton Guildhall on 2 February 1991.

Left: Former City of Portsmouth 277 (XTP 277L), a 1973 Alexander AL-bodied Leyland Atlantean AN68/IR passed to Southampton Citybus from Portsmouth Citybus in October 1989. It was renumbered 509 and converted to a 19-seat information bus, passing between the coaching and marketing units in 1992 and reregistered OJI 1876. It was sold to JVC-OWEC the following year for a promotional tour of Moscow. The immaculate Atlantean is seen in central Southampton on 28 May 1991.



Pride of the Red Ensign fleet was this Kassbohrer Setra S228DDT, acquired secondhand in late-1990 with registration SWH 67. No 500 was swiftly re-registered 115 CLT to enable the return of the former registration and is seen alongside Portsmouth Guildhall on 12 June 1991. The Setra was new to Townsend-Thorsen of Tonbridge in 1985 registered B149 NPE and would be joined in the Red Ensign fleet two years later by a second, No 501 (MJI 4605, A574 GEF), which uniquely did not receive fleet livery.



Passing through Portsmouth city centre on 23 September 1992 is Red Ensign 503 (SIB 3273), a 1986 East Lancs-bodied Leyland Olympian coach new as Southampton City Transport No 288 (C288 BBP). Unlike sister 502 (SIB 3272), originally 287 (C287 BBP), this Olympian coach lacked a lower-deck luggage hold.



Red Ensign 505 (SIB 3275), a 1986 East Lancs-bodied Leyland Olympian new to London Buses as its LC2 (C202 DYE), lays over outside St Luke's Church, Portsmouth, on 30 September 1992. The coach was acquired by Southampton Citybus in 1990 and re-registered with its current mark earlier in 1992.



An Electric Experience

This year's Sandtoft Gathering proved to be an entertaining and enjoyable weekend as DAVID JUKES reports.

The Trolleybus Museum at Sandtoft's annual primary event followed its tried and trusted formula; the Gathering Saturday Trolleyday offering visitors a preview of the Gathering Day itself with the Museum's doors open until 22.00 for twilight trolleybus running, real ales and barbequed food. Sunday's main event brought together a host of visiting vehicles, sales stands and live music alongside an intensive trolleybus service.

This was the first Sandtoft Gathering since the neighbouring 'Burntwood' property was acquired by the British Trolleybus Society with Sandtoft Transport Centre Ltd assistance. Its paddock was used for a static line-up of trolleybuses and motorbuses temporarily displaced from the depot to provide covered space for the weekend's sales stands.

Vehicles were moved on the Friday, your reporter mucking in and proving a deft hand with the towbar before sweeping out some of the trolleybuses booked to run in service that weekend.

Saturday's highlight was the informal launch of former Bournemouth 297 (297 LJ), a 1962 Weymann-bodied Sunbeam MF2B, into Museum service for the first time since acquisition last year



Above: Awaiting movement to the workshop's frontage the day before Gathering Weekend is former Edmonton 189, a 1981 all-GM T6H 5307.

by the Trolleybus Museum at Sandtoft from the Bournemouth Passenger Transport Association; faulty contactor coils have been replaced and other control circuit problems resolved. Also running on Saturday were Manchester 1344 (ONE 744), a 1956 Burlingham-bodied BUT 9612T; Wellington 82 (EV 6757), a 1963 Metro-Cammell-bodied BUT RETB/1; Walsall 872 (XDH 72), a 1956 Willowbrook-bodied Sunbeam F4A; Maidstone 56 (GKP 511), a 1944 Sunbeam W with 1960 Roe bodywork and London Transport 1348 (EXV 348), a 1939 all-Leyland LPTB70.

The Walsall Sunbeam recently returned to the Museum's working fleet after a long absence, making its first passenger runs since the 1970s earlier this year on Spring

Below: It is Friday lunchtime and the sun shines on the 'Burntwood' paddock. From right to left are: former Bradford Corporation 834 (LHN 784), a 1949 BUT 9611T new to Darlington with 1962 East Lancs bodywork fitted after its acquisition by Bradford; Doncaster 94 (EDT 703), a 1947 Leyland Titan PD2/1 fitted with a 1955-built Roe bodywork from trolleybus 393 in 1963; London Transport RT3323 (LYR 542), a 1951 Park Royal-bodied AEC Regent III 0961RT; St Helens 387 (BDJ 87), a 1951 East Lancs-bodied BUT 9611T; Derby 172 (RC 8472), a 1944 utility Weymann-bodied Sunbeam W; Reading 144 (DRD 130), a 1949 Park Royal-bodied BUT 9611T and Glasgow Corporation TB78 (FYS 839), a 1958 Crossley-bodied BUT 9613T.





Above: **Walsall 872** departs from the trolleybus boarding point on Saturday lunchtime. This was the last of 22 trolleybuses built in 1954/56 that paved the way for a legislation change to permit 30ft length two-axle double-deck buses — anything longer than 27ft then had to be built on three axles, Walsall gaining special dispensation for these.

Right: Celebrating its 50th year in preservation in 2017 is Malcolm Coates' former Maidstone Corporation No 56 (GKP 511), a 1944 Sunbeam W with 1960 Roe bodywork repainted at First South Yorkshire's Rotherham workshops earlier this year. Alongside is visiting BF 5851, a 1920 Availing Porter steamroller imported from Thailand c2000.



Below: **Bournemouth 297** catches the Saturday afternoon sun as it passes along the south side of the Museum site.

Below right: The 2017 Sandtoft Gathering brought together two AEC Bridgemasters. Rear-entrance NJV 995 was new to Grimsby-Cleethorpes in 1960 as its No 133 and was converted to its current open-top form by the operator in 1974. Alongside is East Yorkshire 725 (9725 AT), new to that operator in 1972 with bodywork specially designed to fit under the Beverley Bar. (Watch out for the latter in a forthcoming issue of *B&CP* — Ed.).



Bank Holiday Monday. The Maidstone Sunbeam is this year celebrating its 50th year in preservation while London 1348's ownership has recently passed to the Transport Museum after its loan by the Transport Museum Society of Ireland.

Your writer skipped most of the Saturday evening running owing to an early start on Sunday morning, although the planned rally gate duty (07.00 onwards) was switched to the car park — entry to

the rally field and Museum was gained at lunchtime. Trolleybus services were operated by Manchester 1344, Wellington 82, Walsall 872 and London 1348 assisted by South Shields 204 (CU 3593), a 1937 Weymann-bodied Karrier E4 and Huddersfield 619 (KVH 219), a 1956 East Lancs-bodied BUT 9641T.

Both Bournemouth 297 and Maidstone 56 failed earth leakage tests and could not be used on Sunday's passenger





service although the former was briefly run empty for photographers' benefit. The weekend's weather may have been a factor; Friday evening was wet while rain of biblical proportions was experienced in the very early hours of Sunday morning. Threatening clouds bypassed the Museum on Sunday afternoon only for rain to fall while removing vehicles from the 'Burntwood' paddock that evening.

The rally field was best described as soft but it remained sufficiently sound to be driven over and walked on comfortably. There were absentees from the expected visiting buses and coaches but those present did not disappoint — two AEC Bridgemasters parked together as were three former Bournemouth vehicles — Sunbeam trolleybus No 99, Leyland Tiger Cub No 266 and Leyland Titan No 167.



Making its first appearance at Sandtoft is Leicester 301 (GJF 301N), a 1975 Scania BR111DH-based MCW Metropolitan. Alongside is West Yorkshire Road Car SMA5 (811 BWR), a 1962 Eastern Coach Works-bodied Bristol SUL4A.

Marseilles 202 (8319-JD-13), a 1980 all-Renault ERI00 trolleybus is mirrored by its motor bus equivalent F100 AKB, a 1989 Renault/Northern Counties-bodied PR100/I new as a Northern Counties demonstrator and restored as London Buses East London RN100.

The storm clouds pass to the Museum's north as Huddersfield 619 overtakes the visiting 1920-vintage Aveling Porter steamroller.





At home in Leeds

CRAIG SCHOFIELD visited the Leeds Running Day on Sunday 20 August 2016. Here are some of the highlights.

Keighley Bus Museum's 1966 Roe-bodied Daimler Fleetline Leeds 131 (HNW 131D) is pictured on Viaduct Road. No 131 later became a training bus with West Yorkshire PTE before entering preservation in 1984. Following closely behind is Roe-bodied AEC Regent V 952 JUB also new to Leeds.

Seen on Boar Lane is West Yorkshire 5504 (B144 RWY), a Roe-bodied Leyland Olympian that has the privilege of being the most recently built Roe-bodied bus in existence, albeit with bodywork that was actually finished by ECW, as Roe had closed before the bus had been completed. Withdrawn by FirstBus in 2008, it has since been restored in original 'Metrocoach' livery.

Leeds 574 (574 CNW), a Roe-bodied Daimler CVG6 turns out of Boar lane and onto Mill Hill. New to Leeds City Transport in 1962, No 574 is currently owned by Classic Vehicles of Yorkshire.





FODEN'S

final departure

PHILIP LAMB and JOHN CHERRY tell the story of recently restored Foden-NC West Midlands 6300 (ROC 300R).

The mid-1970s witnessed the culmination of a period of virtual monopolisation in the double-deck bus chassis market with Leyland holding almost all of the cards with the Atlantean, the Fleetline and the Bristol VRT all part of its portfolio. However, with Leyland's backlog of deliveries and a lack of innovation, many operators were keen to find viable alternatives.

ALTERNATIVES

MCW had already introduced its Metropolitan produced in conjunction with Scania, and was working on its successor the Metrobus. In Scotland, truck manufacturer Ailsa had thrown its hat into ring with its front-engined B55, the success of which was already

spreading south of the border. And in a strange twist in this tale, Foden, in conjunction with bodybuilder Northern Counties, re-entered the bus market in 1976 following a 20-year absence with the semi-integral Foden-NC.

The majority of the 554 chassis produced by Foden in the postwar period up until 1956, when PSV production came to an end, had been completed as coaches along with some saloons with just 59 bodied as double-deckers.

In the event this number was to increase by just seven following the introduction of the Foden-NC. A further Foden-NC was constructed as a single-deck test-bed which was returned to Northern Counties when production of the Foden-NC ended. The vehicle was sold to Bullocks of

Cheadle following the closure of Northern Counties and subsequently broken up.

THE MAGNIFICENT(?) SEVEN

Strangely, of the seven vehicles which took to the road, one was, despite the 'Foden-NC' moniker, bodied by East Lancs for South Yorkshire PTE as its 511 (SWG 311S). Other single examples were delivered for evaluation to Derby as its 101 (WTO 101S), Potteries as its 900 (WVT 900S), West Yorkshire PTE as its 7250 (TUB 250R) and West Midlands PTE as its 6300 (ROC 300R), with Greater Manchester PTE taking two as its Nos 1435/6 (LNA 258P, PNE 358R).

From the start, the Foden-NC was beset with mechanical issues. The transmission in particular proved to be a weakness. Not

Opposite page: **Recently restored Foden-NC West Midlands 6300 (ROC 300R) is seen taking part in the 2017 NWVRT Running Day 2017.**
PHILIP LAMB

Right: **John Cherry's other Foden-NC, West Yorkshire PTE 7250 (TUB 250R), at Kirkby in 2015.** PHILIP LAMB

Below: **Let restoration commence!** JOHN CHERRY

Bottom: **No 6300 passes West Midlands 6225 (UHA 225H), a 1969 Alexander-bodied Daimler Fleetline, new to Midland Red, but transferred to West Midlands PTE with routes in the Birmingham and surrounding area in 1973.**
PHILIP LAMB



only was the Foden-built transfer box prone to failures, but the Allison gearbox was also not up to the job. As a result no further orders were forthcoming with most examples being withdrawn following around seven or so years of troubled service.

Today just two survive in preservation, but there might have been three. Following its withdrawal in the 1980s, Potteries 900

was put to one side pending a decision on its future. Enquiries were made by interested parties to acquire the bus for preservation, but PMT's insistence on a high asking price ruled out any possibility of that happening.

Following the transfer of PMT's assets to FirstBus, the bus was promptly despatched to Barnsley and broken up without prior warning.

Both survivors are today owned by leading North-West preservationist John Cherry. Having returned

West Yorkshire PTE 7250 to the road, he has recently completed his other prized possession, West Midlands 6300.

WEST MIDLANDS 6300

John takes up the story: 'West Midlands 6300 (ROC 300R) was delivered to Birmingham's Liverpool Street garage in 1977. During its five years in service in Birmingham, it worked mostly on the 50 to Maypole. Having decided, not surprisingly, that the MCW Metrobus would meet its future needs, WMPTE withdrew the bus in 1982, selling it to Goldsmith Coaches in Bury St Edmunds.





50

CITY CENTRE

via Moseley

WNL

FODEN-NC

ROC 300R

Bus & Coach PRESERVATION

The Northern Counties body fitted to the Foden-NC was in the main the manufacturer's standard structure first developed for Greater Manchester PTE, but also supplied to a variety of other operators. No 6300 looks absolutely splendid here taking part in its first event, the finishing touches, the decals, having been fitted just an hour or two previously.

PHILIP LAMB

'Having already acquired (and operated) the only other surviving Foden-NC, WYPTE 7250 in 1989, I went to meet Alan Brewster, the proprietor of Goldsmiths, which had recently ceased trading, with a view to buying No 6300.

'The bus was parked outside his house in a layby, with a damaged transfer box (the design's Achilles heel) where it had stood for quite a period, during which it had been hit by a car causing severe offside damage.

'Despite this, he would not sell, explaining that he went to buy a Fleetline but was told that No 6300 was a much better buy, being far newer than the Fleetlines on offer at the time, and had power steering, unlike most WM Fleetlines.

'He only managed to operate it though for three months before the transfer box failed. When someone tried to steal the Foden-NC badge, he removed the front panel, taking me to his bedroom where the panel resided behind the headboard of his bed!

'He also showed me round his depot, a World War 2 hangar. Inside were a considerable number of old coaches — he had never sold anything! There were Leyland Leopards and Tigers, Bedfords OBs and SBs and even a Vulcan that he drove in there for the last time back in 1962.

'I revisited Alan Brewster on several occasions over the years. I was always made to feel welcome and invited in for a meal by Alan and his family, but he still would not sell the Foden. On my last visit the bus had been moved behind his house because he was fed up with enthusiasts calling round.

BREAKTHROUGH

'In 2003, a friend of mine, Keith Billingsley, rang to say that he had finally managed to buy the Foden and that it was now at Wythall. However, he didn't really want to keep it, as he is an unashamed Ailsa fan, so an agreement was reached and No 6300 was mine at last!

'The journey back to Liverpool was almost a disaster. Towed behind a friend's Bedford TK at 60+mph, the front offside tyre exploded on the M6 near Stoke, pulling the bus into the middle lane, my friend only noticing when the bus started to pull the back of the truck sideways. After what seemed like ages, we managed to get it under control and onto the hard shoulder, at which point I got off. I had never before, although I have since, ever felt that I was going to turn a bus onto its side.

FODEN-NC PRODUCTION

Operator	Identity	Bodywork	New
Greater Manchester PTE	1435 (LNA 258P)	Northern Counties H43/32F	Jun 1976
Northern Counties	Unregistered	Northern Counties *	1976
West Yorkshire PTE	7250 (TUB 250R)	Northern Counties H43/31F	Mar 1977
Greater Manchester PTE	1436 (PNE 358R)	Northern Counties H43/32F	Oct 1976
South Yorkshire PTE	511 (SWG 311S)	East Lancs H45/29D	Feb 1978
West Midlands PTE	6300 (ROC 300R)	Northern Counties H43/33F	Aug 1977
Derby	101 (WTO 101S)	Northern Counties H43/30F	Mar 1978
Potteries	900 (WVT 900S)	Northern Counties H43/31F	Jul 1978

*Single deck body structure only

‘We changed the wheel and continued our journey. I was still shaking when at Knutsford, a top-deck window fell out, hitting the middle lane and showering cars in glass, including my series 5 BMW. I was now hating this bus and Keith too!

‘An inspection revealed a cracked engine block, shattered transfer box, missing window (remember the M6), rotten platform floor and seized alternator. Restoration was going to be a long affair!

‘Bullocks had apparently considered finishing the test-bed vehicle as a single-

Below **The rear aspect is enhanced by the addition of faired in ‘chimneys’.**

Inset: **No 6300’s first trip out — fully loaded!** Both: PHILIP LAMB

decker for its fleet before breaking it up, wisely using the Gardner engine in a Fleetline, selling the Allison MT640 gearbox, (usually fitted in mobile cranes) and the almost unused transfer box to Keith Billingsley.

‘Walsh Bros in Eccles reconditioned the engine, and the new transfer box was fitted before moving 6300 to the NWVRT in Kirkby, where Phil Roberts repanelled both sides, repairing the frame damage caused by the car at Goldsmiths and fitting a new platform step. The electricians were repaired and the bus was finally started up in 2015 and driven round the yard, the first time it had moved under its own power since 1989.

DEBUT

‘The plan was to use the bus at the NWVRT Running Day in 2016. However, it failed its test the week before, so was only on display. A pass was achieved two weeks later, but the suspension needed more work, as the bus was painful to drive at any speed. This was put right and the bus repainted in May 2017, with a debut appearance at the NWVRT Running Day in June 2017.

‘For those who have never had the pleasure of a ride on a Foden-NC, I can only describe the sounds as similar to a Metrobus, but with a harder ride and further sounds, this time all of its own, when changing gear or braking.

‘Apart from driving my two examples, I managed to ride the other five Foden-NCs whilst in service and can assure you that although these were development vehicles, the marque could have been a success if it had been fitted with a Voith gearbox. With the Allison, the transfer box and all the extra weight Foden built in, these were the only Gardner 6LXB-powered buses that do less than 5mpg in service!

‘Thanks are due to Keith and the lads at Wythall who helped with paint codes etc.’



Steve's blue heaven

It's over a year since we visited STEVE LYNE'S restoration. Since then the front end of the vehicle has been the workplace focus. JOHN CHILD reports.

There is no need to venture to New Orleans to recall Fats Domino's classic hit record. Just relax and continue to enjoy the renaissance of Weymann AEC Regent II Kingston-upon-Hull 245 (HAT 245) under the care of Steve Lyne as he makes progress restoring his blue heaven.

ON THE ROAD TO NOWHERE — TO GOING PLACES

A flashback to 2013 shows the state of the destination box and canopy area as removed. The only parts capable of restoration were the blind winding mechanisms and the metal bracketry. Replacement was a slow process as very little remained that could be used as a pattern. So patience and many templates were the order of the day.

The blind mechanisms responded well to a long soak in diesel/oil mixture and work perfectly now. The framework to the front of the bus also required complete replacement and this proved also to be an extremely slow and complex process. Regular photographic and measurement visits to the Midland Railway Centre at Ripley Derbyshire where the Mansfield District AEC Regent II is in the custody of John Peck proved invaluable and Steve is most grateful for John's patience, advice and hospitality during what seemed to be almost weekly visits. [PICTURES 1 & 2]



All pictures: JOHN CHILD and STEVE LYNE.



YOU'VE BEEN FRAMED

Whilst the bus was facing towards the workshop door and access was good, the decision was taken to push on with the reframing and re-panelling of the front. The copious quantities of reclaimed teak from conservatories and doorsteps gradually acquired over a period of several weeks finally came into good use.

Very little original wood remained for use as patterns, so the replacement process was initially fraught with errors until the realisation dawned that there is no square-cut timber on the front elevation. The compound curves involved are apparent in the picture and the prior purchase of a redundant band saw proved invaluable. Never has the saying 'measure twice, cut once' been more relevant as the log basket for the wood burner seemed to be permanently filled with miscuts and mistakes!

A star purchase proved to be a belt sander, which enables blending and contouring of the wood frame to achieve the graceful flowing lines so typical of these elegant Weymann bodies. [PICTURES 3 & 4]

FLOORED!

Concurrent with the front elevation woodwork, a couple of days were taken to finish off the majority of the upper deck flooring.

The outer two boards on each side required the completion of the upper-deck metal framing replacement and the fitting of new stress panels. The boards can then be refitted and the upper- and lower decks bolted back together as originally constructed. Replacement of the upper-saloon floor made the refitting of the front framing and window pans much easier and safer. Finally



the aluminium beading from the rear floor edge was cleaned, straightened and trial fitted into position.

When this work is completed the vehicle will again be turned to access the rear of the bus where corrosion has gained a foothold in the rear panel and platform canopy area. [PICTURES 5 & 6]

STEADY PROGRESS

Several weeks and many hours separate this and the view on page 45. In addition to the reframing of the front section, exploratory work revealed two badly corroded front upper-deck window pans and framing that would need attention. Two new 'old stock' window pans were acquired with the vehicle, so the job seemed fairly straightforward. Not so! Measurement revealed the pans were made for a later eight-foot wide body. Gene, Steve's engineering guru, again proved unbeatable

as he undertook the task of altering the pans to suit. Due to two dimensional tapering this is a challenging process but the end results revealed an undetectable 'cut and shut' that fitted perfectly first time.

After many months of dirty and heavy restoration jobs a corner was turned with the fitting of the first exterior aluminium panels. This required care and attention along with clean working conditions and clean hands — almost unheard of in the restoration to date! [PICTURE 7]

MORE PROGRESS!

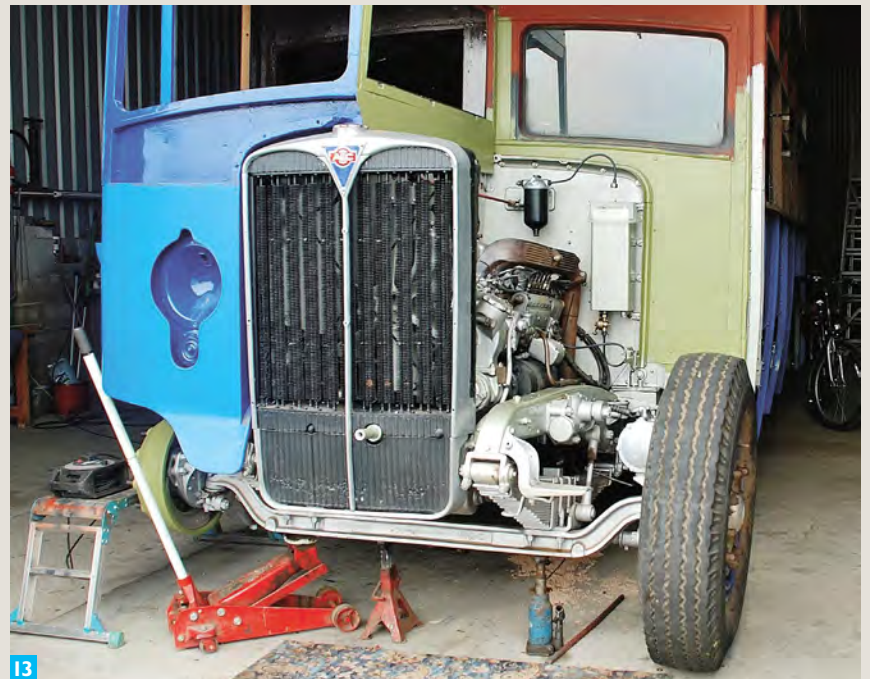
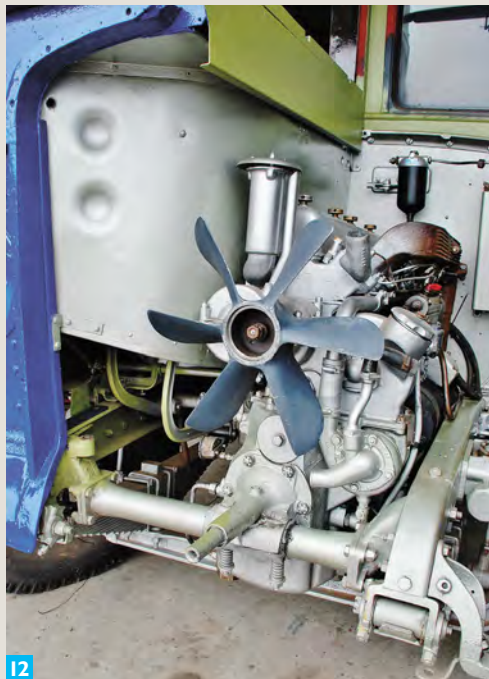
Completed panelling to the front of the vehicle restored the graceful lines so typical of the era and shows the raked-back and barrel-fronted contours to good effect. The lower side panel to the driver's cab was carefully profiled round the trusty gas bottle and screwed into position. The cab quarter light window

frame had completely rotted and was barely suitable for a pattern. Undaunted, however, on a 'nothing ventured nothing gained' principle a new window pan was fabricated from scratch and proved an admirably good fit on completion. The cab panels were fitted with the use of a silicone sealer adhesive in order to create a waterproof seal. The panels were then screwed into position in the conventional manner.

A bespoke period sidelight mounting bracket was sourced from the stores and fitted in position ready to receive the restored lamp unit when the time comes ... [PICTURES 8 & 9]

BITTER AND TWISTED

A good deal of re-framing work involves measurement and cross-checking of diagonals to ensure accuracy and squareness of the body. Repeated measurements of the diagonals to the upper



framing kept throwing up discrepancies that couldn't be accounted for. Finally the penny dropped! The damage to the nearside front chassis leg should have given Steve the clue — the whole front cab structure was out of square!

As the bus was involved in an accident in the 1960s, it is assumed that the damage occurred then. As the frame had spent more of its life twisted than square it was deemed unwise to try and pull the whole lot back into alignment. A discreet tapered

fillet restored squareness to the windscreen and the rest was left truly alone.

Beneath the skin the new steel framing was carefully measured and welded squarely into place. This is the datum point where everything comes together at right angles and must be accurately achieved to ensure that all that follows fits!

[PICTURES 10 & 11]

WHAT A BEAUTY!

With the engine now back in place, and what a beauty it is, the refitting of the radiator

was put on hold after the discovery of an ominous knock in the steering box. Removal of the box was made easier with improved access and the box was subsequently delivered to Gene who wasted no time in dismantling the mechanism and turning up three new bushes in the lathe. Re-assembly and refitting followed and the problem was cured.

The radiator had been sent to CPA Services in Grantham shortly after the acquisition of the bus, and had been stored

carefully in the interim. The rebuild was expensive but the work was to an extremely high standard and involved a great deal of sheared stud removal and engineering. Sharp rises in metal prices vindicated the decision to renovate the radiator early in the restoration process — the job would surely have been more expensive at today's prices. Note also the new fuel filter — bought from a stall at the AEC Rally at Newark — it just shows what's out there if you look in the right place. [PICTURES 12 & 13]

STEERING A COURSE

Whilst Gene was attending to the engineering of the steering box, the opportunity was taken to clean and renovate an area of the chassis that had hitherto proved totally inaccessible. Much oily dirt was removed and the chassis web cleaned, degreased and painted. This was quite satisfying in the knowledge that no small part of the chassis overhaul had been missed by the paint brush. It was noted that the shims that position the steering box accurately on the chassis carry an AEC part number so they may have been there from the date that the bus was built.

Finally the steering box was cleaned and re-painted, refilled with oil and new seals fitted. There have been no oil leaks to date so the next person to restore the bus hopefully shouldn't have as much dirt to remove from the chassis as Steve did! [PICTURES 14 & 15]

WIRED UP AND FIRED UP

The next job after fitting the reconditioned radiator was the refurbishment of the starter and control panel. This enabled the engine to run for longer periods in the chassis than the test bed allowed. It also enabled the checking of the starting and charging circuits. The sharp-eyed observer will note the installation of a solid-state regulator, a necessity following a spectacular bonfire of the original equipment in the past.

The fitting of the new exhaust system and the re-fitting of the drive train enabled the bus to move under its own power for the first time in many months.

The electrical system was overhauled several months previously by DFJ Automotive of Preston and worked faultlessly first time. Paul

Bartle of local specialists Grove Auto Electrical Services, who had recommended DFJ initially, carried out the 'first fix' wiring installation in order to preserve the re-conditioner's warranty. At one time the wiring loom looked like a rats nest in the control panel but unsurprisingly Paul's vast experience in all things vintage won the day and Steve was rewarded with a bus that finally started and charged, as it should. It was a memorable day and probably marked

the turning point in the restoration of No 245.

So significant is progress that Steve celebrated by purchasing a new front number plate to complete the makeover. [PICTURES 16 & 17]

BRINGING UP THE REAR

Now that the front end has received major attention the rear of the bus will be the focus of further work. So Steve is revving to get himself into gear once more to tackle the

next part of his assault course.

As a keen recycler Steve's greatest consolation at the end of a busy and exhausting day is to fire up the wood burner with his timber off cuts and climb into a hot bath. Bliss!

Thanks to Steve for sharing his exceptional meticulous restoration with us; don't miss the next episode brimming over with his latest challenges. Everything is blue except Steve; he just gives everything to put this magnificent machine back on the road. [PICTURE 18]



More Merseyside Madness

In the latest of our series featuring buses from the Merseyside area, JAMES ROWLANDS takes a look at a 1972 Leyland Atlantean restored in Merseybus colours.

Operators in the Merseyside area were staunch customers of the Leyland Atlantean, the first production example being purchased by Wallasey Corporation and the last UK example entering service with Merseyside PTE. The story of the Merseyside Atlantean has been well documented within these pages with many examples of the various types now preserved. The last Atlantean on Merseyside bowed out of service in 2001 with Arriva Merseyside, successor to Merseyside Transport Ltd.

In 1972 the PDR variant was superseded by the much improved AN68 series

Atlantean, Merseyside PTE promptly ordering a batch of 100 (Nos 1296-395) with Alexander bodywork with more than an influence of Liverpool Corporation styling. Livery was dark green with cream window surrounds, another hint of the PTE's Liverpool Corporation roots.

One member of the batch, No 1301 (DKC 301L), was first registered on 16 August 1972, kicking off its service at Green Lane garage, where it remained for a year or so before stints at Gillmoss and Edge Lane garages. During this time, the bus 1301 received standard MPTE livery of Verona green and jonquil.

As a result of the expiry of its initial certificate of fitness after seven years service, No 1301 was, in September 1979, summoned to Merseyside PTE's main works at Edge Lane for thorough overhaul.

Post-overhaul allocations took No 1301 to Litherland and Green Lane and following deregulation on 26 October 1986, the Atlantean ventured to St Helens, becoming part of the new Merseyside Transport Ltd fleet, an arms length company of Merseyside PTE, wearing Merseybus fleetnames on its MPTE livery.





No 1301 remained at St Helens until December 1991 when it was outshopped in the Maroon and Cream livery applied to the Merseybus fleet and reallocated to Gillmoss.

Opposite page: **Restored Merseybus 1301 (DKC 301L) was one of 100 Alexander-bodied Leyland Atlanteans delivered to Merseyside PTE in 1972.**

Pictures: PHILIP LAMB

This page, clockwise from top: **Rear aspect is standard Alexander of the period.**

Cab apart from a reupholstered seat is also original.

Interior remains in original condition. The somewhat Spartan approach featuring red and grey vinyl seats etc has certainly passed the longevity test!

The introduction of Leyland Titans acquired from London Buses at Gillmoss ousted the Atlanteans based there, No 1301 moving to the reserve pool. Thereafter it was used as a 'battle bus' by MTL in the bus war with GM buses, seeing further service at Green Lane, where it was a regular performer on football services from Anfield and Goodison. By this time 1301 had received a simplified version of the Merseybus livery and revised fleet names.

The much-needed introduction of newer buses to the MTL fleet meant 1301 was finally withdrawn from service following an impressive 23 years serving the people of Merseyside. The bus was moved to storage at Gillmoss

and on 14 March 1996 was sold to its present owner Karl Smith for preservation.

No 1301 moved to the North West Museum of Road Transport at St Helens and was slowly restored over the next few years making its debut in 2014 on the rally scene.

Karl has restored the bus in its first Merseybus maroon livery, fully lined out and looking superb. The bus carries the St Helens allocation codes, Karl being from the town.

Karl is an active member of The North West Vehicle Restoration Trust and The North West Museum of Road Transport and No 1301 can regularly be seen attending events representing both groups.



Merseybus



This trip back in time celebrates the post-deregulation era when former Merseyside PTE buses operated as an arms-length council-owned company in a smart maroon and cream livery with Merseybus fleetnames, which had replaced a short-lived green livery. Merseybus was sold to its management and employees at the start of 1993 in an employee share ownership plan and Merseyside Transport became MTL Trust Holdings the livery changing to red and cream.

Although the majority of Merseyside PTE Leyland Atlanteans received Alexander bodywork, some received examples from Willowbrook, MCW and as demonstrated here East Lancs. Seen here in Liverpool city centre pursued by a Fareway Leyland Atlantean is Merseybus 1700 (JWM 700P), which had been new in 1976.

MPTE maintained a sizeable fleet of Leyland Nationals. Here in St Helens in August 1993 we see No 6116 (VBG 116V) a Leyland National 2 which had been new in 1980.

Leaving Birkenhead's Woodside terminus in August 1992 is Merseybus 1947 (ACM 747X), a 1982 Alexander-bodied Leyland Atlantean. All: PRESBUS ARCHIVE





It's July 1996 and 1982 Alexander-bodied Leyland Atlantean 1991 (DEM 791Y) is seen in Liverpool city centre. PRESBUS ARCHIVE



Heading for the city is sister bus No 1989 (DEM 789Y), also new in 1982. IAN LANGHORN/TRANSPORT PHOTO INTERCHANGE

Buses acquired for evaluation was a practice which dated back to Liverpool Corporation days. In 1983 MPTE acquired a pair of Alexander-bodied Ailsa B55, one of which, No 0055 (DEM 822Y) was caught on camera in July 1994 in Liscard Village. IAN LANGHORN/TRANSPORT PHOTO INTERCHANGE

The end of the Atlantean era saw its successor the Leyland Olympian become the chassis of choice. Seen here in Birkenhead new in November 1988, Northern Counties-bodied No 209 (E209 WBG) was one of 15 delivered alongside 15 Olympians with Alexander bodies. No 209 was to make it into Arriva livery before seeing later service with Happy Al's. PRESBUS ARCHIVE



Running out of St Helens garage, Lancashire Travel was set up in 1993 to operate services in the north of the Manchester PTE area. Seen in Manchester in that year, when departing for Bolton, is brand new MCW Metrobus Mk2 No 809 (F809 YLV) one of 25 such buses purchased specifically for the venture. No 809 was to see latter-day service with Geldards Coaches. PRESBUS ARCHIVE

Seen here in January 1994 in the company of a similar bus in 'as acquired' condition, No 2655 (NUW 655Y) was one of a around 250 former London Leyland Titans acquired between 1992 and 1994 to help modernise the ageing double-deck fleet. IAN LANGHORN/TRANSPORT PHOTO INTERCHANGE

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The final restoration

Having bought his first vehicle for preservation in 1959, Mike Sutcliffe MBE has just completed his final project, a magnificent Leyland Tiger TS6 new in 1934 to Todmorden Joint Omnibus Committee. SIMON GILL brings us the first instalment of a two-part story.

Mike Sutcliffe MBE is well known as 'The Leyland Man' following publication of his book with this title in 2003, which chartered 'the history, rediscovery and resurrection of the early Leyland omnibus'. Since 1981 he has restored nine Leyland buses from derelict wrecks to prize-winning standards. His first Leyland, Todmorden 14 (C 2367) a Leyland G of 1921, took four years. His final restoration is also a Todmorden bus, this time newer than all the others and taking 11 years to complete as, being the last one, he was not in a particular hurry to get it finished.

Why Todmorden? Well, Mike's family came from Todmorden and he used to visit his grandparents there during school holidays which helped form his passion for buses and was where he spent many happy

hours travelling around Yorkshire and Lancashire spotting buses in the 1950s.

REFINED TIGER

The Leyland Tiger was introduced at the 1927 Commercial Motor Show when a TS1 model, along with the related Titan TD1 double-decker, was displayed. Although there were some intervening models including the Tiger TS2, TS3 and TS4, together with the Titan TD2, these models were significantly revised and refined in 1933 when the new Tiger TS6 and Titan TD3 models were introduced (there was a limited number of special TS5s built).

The main changes saw the engine and gearbox mounted six inches further forward to increase space for passengers. A new rectangular shaped radiator shell

was introduced mounted flush with the forward edge of the front dumb-irons, which incorporated the radiator mountings. This was deeper and wider than the short radiator seen on previous models and set the standard that became a familiar Leyland trait for the ensuing eight or nine years. Even the postwar radiator, which lasted until the last Titan PD3 delivered in 1969, was clearly based on this design.

There were some mechanical changes which benefited the braking system and the option of a 7.6-litre, 110bhp petrol engine or a 8.1-litre, 87bhp diesel engine remained; the latter becoming increasingly

Completed following an 11-year restoration, Todmorden 15 (YG 7831), a Northern Counties-bodied Leyland TS6, looks resplendent in its green and cream livery. SIMON GILL

Top: **Proud owner Mike Sutcliffe climbs into the cab.** SIMON GILL

Centre: **Mike's first restoration was Todmorden 14 (C 2367) a Leyland G new in 1921. It is seen here with Todmorden 2 (GWU 12), an all-Leyland PD2/1 new in 1948 and currently owned by David Powell of Todmorden.** MIKE SUTCLIFFE

Bottom left: **No 15's twin, No 16 (YG 7832) was owned by the LMS Railway. It is seen following an accident on the way to Keighley one June day in the 1930s.** MIKE SUTCLIFFE COLLECTION

Bottom right: **No 15 in Millwood depot with the head office team comprising from the left: Geoffrey Lever (Chief Clerk), Pauline Lord (Secretary), Teddy Metcalfe (General Manager), Bridget (Junior Typist) and Peter Hodgins (Assistant General Manager).** MIKE SUTCLIFFE COLLECTION

popular with urban bus operators, especially when it was up-rated to 8.6-litre, 94bhp in 1934. The vacuum-servo braking system was retained but updated from that seen on the TS4 model.

Overall, the handsome appearance of the TS6 with its new radiator and increased passenger space put the Leyland Tiger back at the forefront of single-deck design at the time. It was replaced by the Tiger TS7 in 1935, which was very similar but introduced a vacuum-hydraulic braking system.

TODMORDEN JOC

Todmorden is situated at the confluence of the Burnley, Rochdale and Calder valleys and in 1907 was an early operator of motorbuses, in fact the second municipality to do so. Although situated in Yorkshire the nearby boundary with Lancashire saw a number of services operate between the two counties, both along the valley bottoms and into the adjacent moors. One of its famous



routes was to Burnley via Bacup, which climbed from 500ft to 1300ft before descending 700ft into Bacup; all in a distance of only five miles. On 1 January 1931 the Corporation sold 50% of the undertaking to the London, Midland & Scottish Railway and the Todmorden Joint Omnibus Committee was formed with both town and LMS crests being encircled

as the fleet name on their buses. The fleet was very Lancastrian in composition with only Leyland chassis bought from 1919 until amalgamation with the Halifax Joint Omnibus Committee in 1971.

An unusual feature of the undertaking was the allocation of specific fleet numbers to either corporation- or railway-owned vehicles which displayed one or





Top: **No 15 in Millwood Garage in 1971 following removal of the crane and ready for disposal.** MIKE SUTCLIFFE

Centre: **Seen following sale to Mulley's of Ixworth and repainted in its cream and orange livery, No 15 would see continued use as a towbus for a further 14 years.** MIKE SUTCLIFFE

Bottom left: **No 15's interior shortly after acquisition showing cut away bulkhead.** MIKE SUTCLIFFE

Bottom right: **Legal lettering.** SIMON GILL

Geoffrey Hilditch, became acting General Manager until the Calderdale Joint Omnibus Committee was formed on 6 September 1971. The depot at Millwood which was opened in 1909 remains in use today by First West Yorkshire although the building itself was demolished in 2015 to create an open yard so more buses could be accommodated. Due to low metal beams the building previously had a restricted height that could only accommodate lowbridge or low-height double-deckers and saloons.

YG 7831

The early fleet was all double-deck though some new single-decks were purchased in the 1920s and 1930s. These would include GH Specials, SG11s, four LSC3 Lions, followed by a Tiger TS2, seven TS3s, two TS4s in 1933 and later five TS8s. Postwar, the fleet reverted to all double-deck, with 40 all-Leylands delivered in the 1940s and 1950s. Many people will remember the PD2s dating from 1947 onwards with seven passing to Calderdale JOC in 1971.

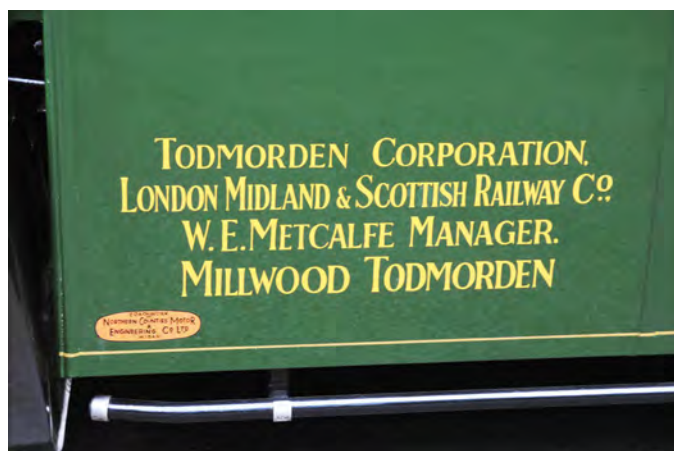
Two Leyland Tiger TS6s with Northern Counties rear-entrance bodies seating 36 had arrived in June 1934. They were numbered 15/6 (YG 7831/2) replacing two LSC3 Lions with the same fleet numbers that were only six years old, but



other as the owner in the legal lettering. Similar to some railway practice, a new vehicle would take the fleet number of the one it replaced but if the outgoing vehicle was not disposed of immediately it would gain an 'X' prefix to its fleet number until it was sold, usually within a few months. However, two 1940 Leyland TD5 double

deckers (X23/4) retained their temporary fleet numbers for ten years until being sold in 1960/61. They were known in Todmorden as 'Supernumeraries'.

The General Manager from 1946 until 1971 was Teddy Metcalfe who had started as a junior clerk in 1924. When he retired on 1 April 1971 the Halifax manager,



looked quite old in comparison to their magnificent replacements. No 15 was owned by the Corporation and fitted from new with a diesel engine whilst No 16 was owned by the LMS and had a petrol engine which was later replaced by a diesel unit. They were often used on the service to Keighley via Oxenhope.

Although No 16 had a respectable service life of 14 years, No 15 was withdrawn from passenger use in 1941 for conversion into a towing vehicle. This involved shortening the wheelbase by 4ft and chopping the chassis off behind the rear wheels. The body was cut down to two bays on each side; the nearside front bay being replaced by the entrance door from the rear. A doorway was cut into the bulkhead behind the cab to allow the driver access to the workshop which included a bench, vice and seat. A Harvey Frost crane was fitted above the rear axle and it was operated on trade plates. At some stage a petrol engine was fitted, although around 1954 this was replaced by an 8.6-litre diesel engine from Leyland Titan TD5 No X24.

LIFE AFTER TODMORDEN

YG 7831 was included in the transfer of the fleet to Calderdale JOC in 1971. The crane was removed prior to the sale of the vehicle to Jack Mulley, t/a Mulley's

Motorways in October 1971 for continued use as a towing vehicle. Mike Sutcliffe approached Jack Mulley three times from the early-1970s onwards to purchase No 15, but Jack would not sell, offering Mike first refusal if he ever did decide to do so. Mike later discovered that Jack had died and not knowing the whereabouts of No 15 he put an appeal in *Classic Bus*. He was told that YG 7831 had been acquired by farmer and dealer, R. M. Reynolds of Bardwell Hall, Suffolk in April 1985 for possible preservation.

In 1995 Mr Reynolds finally agreed to sell YG 7831 to Mike who quickly re-applied to the DVLA for the original registration number which was successfully obtained. At that stage Mike was undecided as to whether to restore the vehicle as a towbus or convert it back into a saloon, so he acquired a Harvey Frost crane from Hunt's of Molesworth to keep his options open. He eventually decided that a bus stood a better chance of having a secure long-term future whereas a tow-truck was more likely to be left outside

and cannibalised for spares.

Shortly after acquisition YG 7831 starred in the feature film *Bent* starring Mick Jagger. Set during World War 2 and filmed at

Ivinghoe cement works, YG 7831 was loaded onto a low-loader and driven around with Mick Jagger sitting inside so it appeared to be moving by itself. Mike was a little concerned about Mick

Jagger falling off the vehicle or even through a weak point in the floor but thankfully there were no accidents resulting in an expensive claim!

WHAT NEXT?

Of all of Mike's restorations YG 7831 was the only one that could be driven into his home workshop. Restoration began in 2006 and we will look closely at how that involved two other buses and what it entailed next month.

Above: **Todmorden Corporation and London Midland & Scottish Railway Company crests.** SIMON GILL

Below: **The imposing Leyland radiator introduced on the Tiger TS6 was to set the company standard for many years.** SIMON GILL



NIGEL APPLEFORD examines Oxford Diecast's Weymann Fanfare.

Weymann began building bus bodies in 1929 at a factory in Addlestone, Surrey. The building, in Station Road, had been previously used by Blériot and the first Weymann double-deck bus bodies were built in the following year.

In January 1932, Charles Weymann resigned from the board and a new sales company was formed, Metropolitan Cammell-Weymann Motor Bodies Ltd, to sell bodies from both Weymann and Metropolitan-Cammell. Metropolitan-Cammell was a Birmingham firm which had been building buses for only three years, but had been constructing railway rolling stock for over 100 years. Designs and knowledge were also shared with Metropolitan-Cammell; this led to the building of the first metal-framed Weymann bus bodies.

The Addlestone premises were also used by Green Line for temporary coach parking prior to the opening of its own premises in Addlestone. Bus bodies continued to be built at Addlestone and Birmingham. During World War 2 military vehicles and utility bus bodies were constructed and in 1945 a new building opened on the Weybridge Trading Estate to build RT bodies for



London Transport over the next eight years.

The Fanfare coach body was introduced in 1954 for 30ft underfloor-engined chassis and consisted of a mainly steel frame with 18g aluminium exterior panelling. The styling was very much of the 1950s, particularly the rear, and remained virtually unchanged until the Fanfare ceased production in 1961/62. The front door opened inwards and seating for 37 was normally supplied, although the coaches could be upseated to 41. The majority featured windows in the front dome above the windscreen but a number had destination gear instead.

The design was built at the suggestion of a Welsh BET manager firstly on an AEC Reliance chassis, which was initially

the dominant choice with coaches sold to South Wales, North Western and Devon General. Then Wakefields, part of the Northern General group purchased some before Northern General itself took some on Guy Arab LUF chassis. After this the Leyland Tiger Cub chassis became the dominant choice, Southdown being a major customer for this combination.

The prototype was a North Western coach, No 570 (FDB 570), which was exhibited at the 1954 Commercial Motor Show. A 37-seater on an AEC Reliance MU3RA chassis, it featured a teardrop shape to the front side windows. This was a feature of earlier deliveries but was straightened out on later bodies.

In July 1959 Sheffield JOC took delivery of six coaches which were labelled Tiger Cub Specials. These had Leyland O.600 engines fitted to cope with Sheffield's hilly

There are only two Weymann Fanfares in preservation, one on a Tiger Cub chassis, the other on the Reliance. The two examples were brought together at the London Bus Museum's Spring Gathering in April 2016. Left is Southdown 1141 (XUF 141) whilst on the right former is South Wales Transport 1032 (NCY 626) — nice horns!

The first Fanfare model release was that of preserved South Wales Transport 1032 (NCY 626). The model was released in May 2014 and packed in a special wrapper to celebrate the centenary of SWT. This coach was based on the AEC Reliance chassis. All models feature the earlier teardrop-shaped front side windows but with later frontal decoration.

A major customer for the Fanfare was Southdown Motor Services. June 2014 saw the release of a model of the preserved 1141 (XUF 141) in original livery with cream window panel. This coach was based on the Leyland Tiger Cub chassis.



A further Tiger Cub model was released in March 2015, this was in Triumph Coaches (a Southdown subsidiary) blue livery. Southdown vehicles (including Triumph) carried the relevant fleetname on a fibreglass plaque in place of the chassis manufacturer's badges. The silver beading on the lower front corners is not as well defined as that on other releases.

Another customer for the AEC Reliance/Weymann Fanfare combination was Grey Cars (the coaching arm of Devon General). This model of Grey Cars TCR750 (ROD 750) was also released in March 2015.

terrain. On entering service they were redesignated Leopard L1s. They were very special in that the Leopard L1 wasn't officially announced until the Scottish Motor Show in December of that year. Sheffield eventually took 14 in three small batches, the 1961 delivery comprising the last Fanfares built, although a Salford Corporation coach entered service in 1962 (actually built in 1961). It was certainly a handsome body when first built, but by 1961 Harrington was building the much more stylish Cavalier.

Oxford Diecast's model Fanfare was introduced to its range in May 2014, the first release being a South Wales Transport coach in a special packaging to commemorate SWT's centenary.

First impressions are important and the model completely captures the look of the Fanfare. Dimensionally the model is accurate to 8ft width and 30ft length. Oxford Diecast has taken a new direction with the construction of its single-deck coaches, the lower part of the body, in this case the beading area almost to the top of the wheels is a single diecast part with the remainder of the body produced as a single plastic moulding. Presumably this



is a clear moulding masked and sprayed which gives very flush windows and allows very fine detail (although this does make it more involved to repaint of course). The baseplate is plastic and the model held together by two easily accessible

Phillips screws. The interior is also plastic, the driver's cab and steering wheel in a different colour from the seating. Windscreen wipers and ventilators are picked out in silver.

One area where this particular model

FLEETLIST

OXFORD DIECAST 1:148 2MM SCALE

NWFA001*	South Wales Transport	AEC Reliance	I032 (NCY 626)	N/a
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OXFORD DIECAST 1:76 4MM SCALE

76VFA001	South Wales Transport	AEC Reliance	I032 (NCY 626)	May 2014
76VFA002	Grey Cars	AEC Reliance	TCR750 (ROD 750)	Mar 2015
76VFA003	Neath & Cardiff	AEC Reliance	RCY 805	Apr 2016
76VFA004	Barton	AEC Reliance	929 (SNN 609)	Apr 2016
76VFA005	Greenslades	AEC Reliance	ROD 749	Jul 2017
76VFA006	Birch Bros	AEC Reliance	K34 (RYT 34)	Jun 2017
76VFL001	Southdown	Leyland Tiger Cub	I141 (XUF 141)	Jun 2014
76VFL002	Triumph Coaches	Leyland Tiger Cub	I147 (8147 CD)	Mar 2015
76SET38†	Southdown	Leyland Tiger Cub	I151 (8151 CD)	Mar 2015

* Future release, details TBC; † In Southdown Centenary set with Leyland Royal Tiger



Oxford released a two-coach set to commemorate the centenary of Southdown Motor Services in March 2015 (a busy month for Oxford releases!). The set consisted of all-Leyland Royal Tiger 1620 (LUF 620) and Fanfare-bodied Leyland Tiger Cub, 1151 (8151 CD). The Fanfare wears the later two-tone green livery. Both coaches carry slipboards (and roof boards on the Royal Tiger) for the South Coast Express service to Bournemouth.



Barton Transport of Chilwell, Notts also took delivery of Weymann Fanfare coaches on AEC Reliance chassis. This model of Barton 929 (SNN 609) also carries Robin Hood Coaches fleetnames and was released in May 2016.



The rear of the Fanfare was very 1950s in style and with detail differences remained like this until production ceased in 1961. Oxford has done an excellent job in capturing the rounded shape.



The distinctive Neath & Cardiff livery carried on this release of RCY 805 in April 2016. Neath & Cardiff favoured AEC chassis and ran express services between Swansea and Cardiff, its services being taken over by South Wales Transport in 1971.

Back down in the West Country, this AEC Reliance with Fanfare body was operated by Greenslades (also part of Devon General), sister to Grey Cars TCR750 (ROD 750). The Greenslades ROD 749 model was released in July 2017.



The latest Fanfare release has been this model of Birch Bros K34 (RYT 34) in June 2017. Birch Bros ran an express service from Rushden and Bedford into London.



The same model showing the fleetname and route painted on the boot and the emergency door located halfway down the offside of the body.

appears to have a problem is the rubber tyres (on plastic wheels). On at least three of these models the tyres were badly fitted and twisted on the wheels, and in another case one tyre has a 'flat' on it. Whether this is purely a quality control issue or a production issue I don't know but I would advise checking before buying.

Finish is generally very good but the front corners on the Triumph model have silver overspray on the dark blue and the Greenslades model has poor silver lining around the windows. No mirrors are fitted.

The good news is the price — an RRP of £18.95, but shopping around can bring this down even more. For this sort of money this is a very useful model and I imagine it will find its way onto many dioramas and model railway layouts. How many more liveries may yet be released we wait to see, but Oxford have recently announced an N gauge (2mm:ft, 1:148 scale) Fanfare model, the first release is to be a South Wales Transport vehicle.

Models are supplied on a plastic base (model secured by two Phillips screws) with clear plastic cover and contained in a cardboard sleeve.



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Some fascinating Peterborough memories and observations, plus a bizarre Barton development are among NICK LARKIN's submissions this month.

VISCOUNT RECOLLECTIONS

Continuing our tribute to Viscount Bus & Coach with the restoration story of Leyland Olympian F509 NJE profiled in this issue, here are some great memories and a mystery. How things have changed . . .

The joys of a British summer were definitely enhanced by the 1990 arrival of Bristol VRT WWY 130S from York City & District in full Tilling Red livery. Viscount stickers were added prior to repaint. I have always thought this photo summed up the different livery policies of post-NBC operators.



Bristol VRT JAH 401L was new to Eastern Counties. It is seen here in the magnificent livery of the Peterborough Bus Company — Viscount's low low-cost subsidiary. This bus was the subject of a failed acquisition attempt by myself and others. Viscount was supportive of the plan, even letting us take the vehicle to Showbus and loaning it for an afternoon's photoshoot to drum up support, but felt the £1,500 proffered wasn't quite enough.

In 1993 Viscount held a running day during which all Sunday services were operated by classic vehicles, ranging from Ipswich Massey-bodied AEC Regent V ADX 63B to former Hunter Seaton Delaval 1952 Leyland Royal Tiger EJ9 791, rebodied by Plaxton in 1966.





Left: **Rebodied Leyland Royal Tiger EJR 791** was new to Hunters of Seaton Delaval.

Below: **Now part of the Stagecoach preserved fleet, Bristol FLF6G JAH 553D** was pressed into regular service by Viscount, particularly during the bus war with Fen Travel. On one occasion it was scheduled to the major trunk route to Northampton, which even with today's Stagecoach Gold vehicles still takes 2hr 30min!

Bottom left: **Looking particularly fine in Viscount livery was Bristol FLF6G JAH 552D**, still preserved by Stagecoach today.



Right: **This month's mystery pic. This Eastern Counties Bristol FS is seen in Peterborough with an on hire to Cambus sticker. What is that Routemaster doing next to it? The event was definitely not the Viscount Running Day mentioned elsewhere. Can anyone shed any light?**





FEN MEMORIES

The battle between Viscount and Fen Travel in 1992/93 was one of the most bitterly fought anywhere, and some of the issues are probably too contentious to discuss even on the 25th anniversary of the start of hostilities.

Despite this, however, Fen drivers still managed to find time to write poems for display on their buses. I was working for EMAP in Peterborough's Orton Centre, and fares were lowered from £2 to £1 return. Fen even provided the unlimited joys of former Barton Plaxton-bodied Leyland Leopards, though a Bristol VRT and even a Freight Rover Sherpa were just as likely to turn up.

Top: **Former City of Oxford Bristol VRT and Barton Leyland Leopard at Peterborough bus station.**

Centre: **Contrasting sentiments in Fen notices. The New Year one is a nice touch!**

Bottom: **The worst of deregulation? New to United via Midland Fox Bristol VRT, CPT 735S was apparently being blocked in by a Viscount VRT, although Fen's Sherpa minibus D70 OKG doesn't appear to be helping.**





BARTON PREDICTION

Though it isn't running buses any more, Barton PLC still exists as a property company and there are plans for a 300 home development on its Chilwell depot site.

Obviously keen to tell people where the development would be, Barton has now invented its own street name adorned on the side of the building. Let's hope that if approved, the wonderfully original office buildings could be incorporated into the development — even if they become flats!

Thanks to DAVID HENDERSON for the present-day pics.



Above: **A clash of eras! New tram passing the wonderfully preserved Barton offices.**

Right: **Proposed Street sign to make a point?**

Both: DAVID HENDERSON

Below: **Former Barton Leyland Leopard/Plaxton Elite poses in front of the depot some years ago.**

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1990 CVE Omni. Perkins engine. 21 re-trimmed seats. Built in Shildon, County Durham. Owned from new. The last PSV example in existence and a rare vehicle. Still in regular use with just 270,000 kilometres on the clock. and runs beautifully, just passed its latest class 6 MoT. Exploring possibilities of transport museum wanting to display it (with us covering costs) or possible sale to good home strictly as a PSV in preservation, if not we will keep it. Anyone wanting it as a caravan will be hunted down & shot! Serious enquiries to Steve Dine at Empress Coaches 01424 430621



Karrier BF3023/Plaxton CI4F 362 ALU, new to Kingsland of London SE5 in October 1960. 2260cc diesel engine. Recent full restoration by Walsh Bros, £20,000. Further details: Kenny on 07979 746735

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AEC Reliance/Berkhof. Rebodyed in 1983 ex-East Kent National Express. Taken over as a restoration project but unfortunately can't give the time and attention deserved to return to the road. Price reduced to £2,700. Please call David Goodfellow Travel on 01405 740638/07583 524045 for more details.

Leyland-DAB Lion/Alexander DI60 UGA. Ex Leyland demonstrator then owned by Cottrells Mitcheldean. and Fowlers of Holbeach Drove. 14ft 9in high. Featured in *B&CP*, July 2013. In need restoration to chassis and some bodywork. At present has the fuel tank removed which has been repaired. Fitted with horizontal Leyland TL11 engine and ZF 5 speed automatic gearbox. The log book is present. Can be viewed at Swansea bus museum. Lack of time and skills in welding prevents restoration. £1,750 Call Dai or Sue on 01269 594798.

1951 Bedford OB/ Duple Vista C29F coach MFM 39

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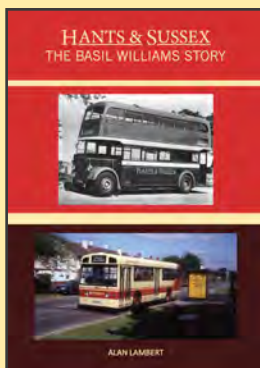
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MISCELLANEOUS ARTEFACTS FOR SALE

Used traction poles (40) lying at Ipswich Transport Museum
for ongoing tramway trolleybus use only. Viewing by appointment.
Written offers and proposed usage to be received by 31 October 2017
for all or part lots. Buyer collects! Contact Eric Mouser on 07768 731435.

EVENTS

EVENT ORGANISERS: Please send details of your events direct
to Sandra Lamb for inclusion in this column as soon as possible,
and in all cases at least three months in advance of the date of the
event. We regret that otherwise we cannot guarantee inclusion.
E-mail presbuses2@btinternet.com or by post to 12 Redland Close,
Aldermans Green Industrial Estate, Coventry, CV2 2NP.

SATURDAY 7 OCTOBER

Ipswich Transport Museum Classic Vehicles Day. An event
celebrating classic cars and light commercials. Includes a display of
visiting vehicles. and free bus tours of the local area. 11.00–16.00.
Admission: Adult £7, Child £4.50, Concessions £6, Family £20.
Further details: Ipswich Transport Museum, Old Trolleybus Depot,
Cobham Road, Ipswich IP3 9JD. Tel: 01473 715666, e-mail: enquiries@ipswichtransportmuseum.co.uk
or: www.ipswichtransportmuseum.co.uk

SATURDAY/SUNDAY 7/8 OCTOBER

Glasgow Vintage Vehicle Trust Open Weekend Bridgeton Bus
Garage, Fordneuk Street, Glasgow, 10.00–17.00. Sales stalls, visiting
vehicles, Clippie's Café. Stallholders and a limited number of visiting
vehicles are welcome but must register via website or address below.
Frequent free bus service linking Bridgeton Garage, Glasgow city centre
and the Riverside Museum. Admission: Adults £6, Child/OAP £4, Family
£15. Weekend pass (adults only £10). Details: Glasgow Vintage Vehicle
Trust (Scottish Charity No. SC034066), 76 Fordneuk Street, Glasgow,
G40 3AH. E-mail: info@gvvt.org. Website: www.gvvt.org

SUNDAY 8 OCTOBER

The Transport Museum Wythall. Birmingham Bus Birthday.
Marking 20 years since WMPT's Fleetlines operated and 40 years since
Birmingham's rear entrance buses ran. Bus and miniature train rides, sales
stands. Museum open 10.30–17.00 (last admission 16.30). Museum bus
service 750 operates from Holloway Circus (Suffolk Street Queensway,
near New Alexandra Theatre), central Birmingham, at 10.30 and 11.45
(fare £2.50 each way) and from Maypole at 10.50 and 12.05. Admission:
£7 adult, £3.50 child. Family tickets available. Admission and all-day bus

riding ticket: £12 adult, £6 child. For further details contact the Transport Museum, Chapel Lane, Wythall B47 6JX. Tel: 01564 826471, e-mail: enquiries@wythall.org.uk or visit website: www.wythall.org.uk

South Yorkshire Transport Museum Open Day at South Yorkshire Transport Museum, Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. Open 10.30–16.00, shop and café open. Free heritage shuttle bus from Rotherham bus station (Stand C1) at 11.45, returning from Museum at 14.00. Admission £4, Concessions £2.50, Family £10 (max. two adults). Further details from: info@sytm.co.uk or Tel: 07852 298082. Website: www.sytm.co.uk

Castle Point Transport Museum Open Day, Point Rd, Canvey Island, Essex. Details: 01268-684272.

Yorkshire Dales Vintage Bus & Coach Running Day, Skipton. Details: Aire Valley Transport Group, www.avtg.co.uk

SATURDAY 14 OCTOBER

Theydon Bois Transport Bazaar & Vintage Bus Display, Theydon Bois Village Hall, Coppice Row, Essex CM16 7ER. Five minutes' level walk from Theydon Bois Central Line Station, (LU Zone 6). Up to 40 stalls selling all kinds of bus and railway memorabilia, books, photos, maps, timetables, etc. Approx. 20 vintage buses on display, some giving free rides around Epping Forest, subject to vehicle and crew availability. Open 11.00–15.30. Admission £3 (accompanied children free). Refreshments available. **No public car parking.** Further details of events, please send SAE to: NLETE, 8 The Rowans, Palmers Green, NI3 5AD or e-mail: nleevents@outlook.com

SATURDAY/SUNDAY 14/15 OCTOBER

Isle of Wight Classic Buses, Beer and Walks Weekend 2017. Organised by the Isle of Wight Bus & Coach Museum in conjunction with CAMRA. Full details on website: www.iwbeerandbuses.co.uk Buses will be running to and from multiple locations on the Island with at least three "interchanges".

SUNDAY 15 OCTOBER

Samuel Ledgard Society. Samuel Ledgard joint West Yorkshire Running Day. Also to commemorate the 50th anniversary of the demise of Ledgard buses today we now move to Otley for another free bus service running day to mark the takeover date of Ledgard's by the West Yorkshire Road Car Company. Departing from outside the bus station a timetable of routes is being planned and will be operated by a guest Ledgard bus and preserved West Yorkshire vehicles, commencing approx 10.30. We will have a base at our Otley headquarters the Rose and Crown on Bondgate with a social meeting and buffet later in the day. Enquiries: Barry Rennison, phone; 0113 236 3695 email; rennison@cc-email.co.uk Website; www.samuelledgardsociety.org.uk

SATURDAY 21 OCTOBER

Portchester, nr Fareham, Hants. The Provincial Society's 10th Annual Indoor Transport Fair at Portchester Parish Hall, near Asheton Court, PO16 9PY, off Castle Street (half mile from railway station). 10.30–13.00. Admission £1. Books, photographs, DVDs, models plus light refreshments. Contact: Website – www.provincialsociety.org

Ipswich Transport Museum Wheels by Lamplight. 17.30–21.00. An unusual and atmospheric event, as enthusiastic collectors illuminate the museum with hundreds of old oil and paraffin lamps. Enjoy a special evening and leave with a warm cosy glow. (PLEASE NOTE: Children cannot be admitted to this event). Admission charge £7 Adult/Concessions. Further details from Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Tel: 01473 715666, e-mail: enquiries@ipswichtransportmuseum.co.uk or visit: www.ipswichtransportmuseum.co.uk

SUNDAY 22 OCTOBER

London Bus Museum's Transportfest 2017. 10.00–17.00. Brooklands Road, Weybridge, Surrey (Sat Nav: KT13 0SL). Free parking at Museum. Details: Tel: 01932 837994, e-mail: londonbusmuseum@btinternet.com Website: www.londonbusmuseum.com

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SATURDAY/SUNDAY 21/22 OCTOBER

Museum of Transport Greater Manchester. 1960s Weekend. Special event celebrating Greater Manchester's buses from the 1960s. 10.00–17.00. Buses on display and free heritage bus rides. Museum at Boyle Street, Cheetham, Manchester M8 8UW. Free heritage bus service to & from Manchester Victoria every 20min. 09.50–16.50. Further details: 0161 205 2122 (Wed, Sat, Sun 10.00–17.00), e-mail: email@gmts.co.uk or visit www.motgm.co.uk

MONDAY–SUNDAY 23–29 OCTOBER

National Tramway Museum 'Starlight Spectacular'. 10.00–17.30 daily. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Details: e-mail: enquiry@tramway.co.uk, telephone 01773 854321 or visit: www.tramway.co.uk

FRIDAY/SATURDAY 27/28 OCTOBER

London Transport Museum, Depot Discovery Tours at Acton Depot. Museum Depot, Acton Town, 2 Museum Way, 118–120 Gunnersbury Lane W3 9BQ. All tours last for approximately two hours. Tickets must be pre-booked online or via our Ticket Office on 0207 565 7298 (open 10.00–17.30 daily) Adult £12, Concession £10, under 16's must be accompanied by an adult. Tickets must be pre-booked. Details: 020 7565 7298 or visit: www.ltmuseum.co.uk

SATURDAY 28 OCTOBER

East Anglia Transport Museum Halloween. 14.00–19.00. Free witch hunt for the children with a prize for every child. The late running of our trams trolleybuses and train into the evening will be a chilling experience for all as the woods come alive with the spirits of Alhallowes Eve when it gets dark! Free park & ride. East Anglia Transport Museum, Chapel Rd, Carlton Colville, Lowestoft, Suffolk NR33 8BL. Telephone (01502) 518459, e-mail: admin@eatransportmuseum.co.uk or visit website: www.eatransportmuseum.co.uk for full details.

The Transport Museum Wythall. Twilight Running Day. Turn the clock back with atmospheric rides on the classic buses. Museum open 11.00–19.00 (last admission 18.00). Museum bus service 750 operates from Holloway Circus (Suffolk Street Queensway, near New Alexandra Theatre), central Birmingham, at 11.45 and 15.40 (fare £2.50 each way); return journeys from Wythall depart 15.00, 16.20 and 18.30. Admission: £7 adult, £3.50 child. Family tickets available. Admission + all-day bus riding ticket: £12 adult, £6 child. For further details contact the Transport Museum, Chapel Lane, Wythall B47 6JX. Telephone: 01564 826471, e-mail: enquiries@wythall.org.uk or visit website: www.wythall.org.uk

SATURDAY/SUNDAY 28/29 OCTOBER

The Trolleybus Museum at Sandtoft. Weekend Trolleydays. Sandtoft, nr Doncaster. Details: 01724 711391 or www.sandtoft.org.uk

SUNDAY 29 OCTOBER

Keighley Bus Museum Open Day and Twilight Running. Large transport collectors' fair, large selection of buses on free-to-use heritage bus service around the local area, an ideal opportunity to photograph buses in the early evening with their lights on, refreshments and toilet facilities available in the museum. 12.00–19.00. Keighley Bus Museum Trust is at Unit 5, River Technology Park, Riverside, Keighley BD21 4JP. For more details or to enter a vehicle or sales stall please contact 07546 704558, e-mail: enquiries@kbmt.org.uk or visit: www.kbmt.org.uk

Swansea Bus Museum Autumn Running Day. Wrapping up our 2017 Rally season. Join in with our bus trips and see a wide range of buses and visiting exhibits. Trade stalls and refreshments provided. Adults £5, members and under 16s FREE. SAI Business Park, Langdon Road (East), Port Tennant, Swansea SA1 8QY. For details tel: 01792 732832, e-mail: SwanseaBM@outlook.com or visit: www.swanseabusmuseum.com.

MONDAY–SUNDAY 30 OCTOBER–5 NOVEMBER

National Tramway Museum Winter Festival. 10.00–17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Details: e-mail: enquiry@tramway.co.uk, tel 01773 854321 or visit: www.tramway.co.uk

23rd ANNUAL RAIL/BUS COLLECTORS' FAIR

PUDSEY CIVIC HALL, LEEDS

Saturday 13th January 2018 | 10.00AM – 3.00PM

The leading indoor event for all collectors of railway, bus, ship and aircraft memorabilia, books, photographs, tickets, paperwork, metalwork, railwayana etc.

ADMISSION £2.00

VENUE: 200 yards North of New Pudsey Railway Station. 200 yards from the junction of the A6120 Leeds Outer Ring Road and the A647 Leeds and Bradford Road at 'Dawson's Corner'

Fair & Civic Hall Signposted | Ample Free Parking next to the Hall

e-mail: rennison@cc-email.co.uk

tel: 0113 2363695



MUSEUMS

Aldridge Transport Museum

OCTOBER 2017 EVENTS

Friday 13th / Saturday 14th 'Beer and Buses'

In conjunction with The Rotary Club of Aldridge.

See Website and Facebook for details and admission.

Friday 13th 19:00 to 22:30, Saturday 14th 14:00 to 22:00

AUTUMN LEAVES RUNNING DAY

Sunday 15th October

Free Bus Services

Classic Cars

and the final session
of 'Beer and Buses'!



Then on NOVEMBER 19TH its the ANNUAL COLLECTORS' FAIR

Free Buses from Walsall on October 15th and November 19th.
Departs Walsall (Hatherton Road) 10:20 and every 30 minutes to 16:20

Aston Manor Road Transport Museum

Shenstone Drive, Off Northgate, Aldridge, Walsall WS9 8TP

Running Day Admission £5 adult, £2 child, £13 family
Normal admission charges to the Collectors' Fair

Updates on www.amrtm.org and Facebook
01922 454761

Registered Charity no. 519216





CANVEY ISLAND TRANSPORT MUSEUM

Part of Castle Point Transport Museum Society - Registered Charity 278658

ANNUAL TRANSPORT SHOW

Sunday 8th October 2017 – 10.00 to 16.30

THE BEST END OF
SEASON SHOW



- Vintage Buses & Coaches
- Classic Cars & Commercials
- Model Railway
- Trade Stalls & Refreshments
- Free Parking at Labworth Car Park, Western Esplanade



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DAY OUT



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105 Point Road - Canvey Island - Essex SS8 7TD

1960s Weekend

Saturday & Sunday 21-22 October 2017

Greater Manchester's buses...
1960s style!

motgm.uk | 0161-205 2122

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Display of buses from the 60s
Special displays: sights & sounds of the 60s
Refreshments available all day

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Greater Manchester



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MoTGM-city centre
every 20 minutes

Buses leave Corporation St, Manchester (stop 'NU') at:
0950, 1010, 1030 and every 20 minutes until 1630

Greater Manchester Transport Society - a Registered Charity number 509772

60SW-M-A-0817

Isle of Axholme

Running Day & Rally
Sunday 15th October



**A celebration of transport
of all shapes and sizes**

The Trolleybus Museum at Sandtoft will once again
host a wide variety of visiting vehicles of all shapes,
sizes and ages.

PLUS!! A selection of free historic bus services
will be operating across the Isle of Axholme

Regular updates available at [facebook.com/DOandLRS](https://www.facebook.com/DOandLRS)

Event Organised by



The Trolleybus Museum, Belton Rd, Sandtoft DN8 5SX

Event organised by Doncaster Omnibus and Light Railway Society with Sandtoft
Transport Centre Ltd., Belton Road, Sandtoft, Nr. Doncaster, DN8 5SX.
STC Ltd. is a registered Charity No. 514362. All services operate free of charge.
Museum admission is not required nor is it granted whilst using these services.
Access to free services may be prohibitive to some due to the age and design of the
vehicles in use.
STC Ltd & DO&LRS reserve the right to change or cancel this event or any part
thereof without prior notice.

North West Museum of Road Transport
St. Helens WA10 1DU

AUTUMN RUNNING DAY



**Sunday 29 October 2017
10am to 4.30pm**

Free heritage bus rides around St. Helens into the Twilight Zone

Many more vehicles and exhibits to see in the Museum

Bus connection with trains at Lea Green station park and ride

Trade stalls, model railways and light refreshments in the Museum

Museum close to St. Helens Central railway and bus stations

Programmes available on the day

Information from Clive Arnold: email clive@nwmort.co.uk

Free car parking nearby. Buses and services subject to availability. Normal admission charge to the museum.

North West

Museum of Road Transport

www.nwmort.co.uk

The Old Bus Depot
51 Hall Street
St. Helens
Merseyside
WA10 1DU
Tel: 01744 451681

**SUNDAY 5 NOVEMBER 2017
LINCOLNSHIRE ROAD**



**10 AM TO 5 PM
TRANSPORT MUSEUM**

TRANSPORT FESTIVAL

Free classic bus and car rides, including twilight double deck bus 'city tour' at 5 pm



**Admission £ 7 (includes programme / bus schedule)
Accompanied children free**

Free, frequent classic bus services from Lincoln City Centre
(Tentercroft Street / Kesteven Street and St Marks Street /
Debenhams bus stops, and **Park & Ride** from Teal Park,
Whisby Road (just off A46) - Both start at 10.00 am.

Parking at Museum limited to 'blue badge' holders and
visiting classic vehicles – visiting buses / cars / motorcycles /
commercials welcome but **please contact in advance.**)

Great snacks (hot and cold drinks, filled rolls, and lots of
cakes!) **and sales stalls** - stallholder enquiries welcome

(please note - **no dogs** except assistance dogs on site / vehicles)

Lincolnshire Road Transport Museum, Whisby Road
North Hykeham, LINCOLN LN6 3QT 01522 500566

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DEWSBURY BUS MUSEUM AUTUMN OPEN DAY



Sunday 19th November 2017

10.30 am - 4.30 pm



** Mystery Tours * Trade stalls * Tombola * Christmas raffle * Bus Museum Café **
** Frequent free shuttle service from Dewsbury Town Centre (outside bus station) **

Admission only £3.00 (children up to school year 6 - FREE!)
includes Souvenir Programme containing all bus timetables and vehicle allocations

You can order your programme in advance by post - send a cheque or postal order for £4 (includes p&p) to:
 47E Dale Street, Ossett, West Yorkshire, WF5 9HE

Full details on: www.dewsburybusmuseum.co.uk

Telephone enquiries: 0844 504 0089

EVENTS in 2018

Sun 11 Mar: SPRING OPEN DAY * Sun 12 Aug: SUMMER SPECTACULAR * Sun 18 Nov: AUTUMN OPEN DAY

Registered Charity No. 702232

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1 JANUARY 2018

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Butts Road, Coventry CV1 3GE

Open from 10.00–16.00 | **FREE** Parking
 Light Refreshments | **FREE** Vintage Bus Rides
 For stall bookings call Sandra on **07775 828421**

PROGRAMME: £4 (admits one to transport fair)

Visiting buses welcome but must book! For vehicle entry forms e-mail: Rogerrbctc@aol.com
 call: **07889 214236**



Saturday 14th October 2017

This is the day – 50 years to the day, and of course it is also a Saturday, since our beloved Ledgard buses returned to their depots for the very last time.

13th ANNUAL TRANSPORT COLLECTORS' FAIR

PUDSEY CIVIC HALL, LEEDS

Doors open 10am until 3pm.

Over 100 stalls selling all manner of transport related memorabilia, books, photographs, tickets, metalwork and railwayana.

Refreshments available from 10am to 3pm.

Admission only £1

From mid-day there will be FREE local trips on vintage buses departing from outside the Civic Hall

Venue: 200yds from New Pudsey Station.

Near the junction of the A6120 Leeds Ring Road and the A647 Leeds to Bradford Road at 'Dawson's Corner'. About 2 miles from the centre of Pudsey

**Civic Hall signposted - Free car parking adjacent to Hall
OWLCOTES SHOPPING CENTRE NEARBY**



Sunday 15th October

As if the Saturday isn't enough we now move on to Otley for another free bus service to mark the takeover date of Ledgard's by the West Yorkshire Road Car Company.

Departing from outside the bus station a timetable of routes is being planned and will be operated by preserved West Yorkshire buses and other guest vehicles including Ledgard's.



In the evening all are invited to a social meeting in the Rose and Crown pub, Bondgate, Otley from 7.30 p.m.

**Enquiries to: Barry Rennison 0113 236 3695
e-mail: rennison@cc-mail.co.uk**



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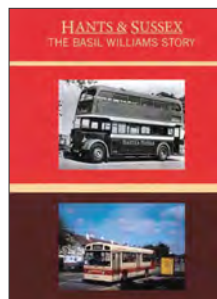
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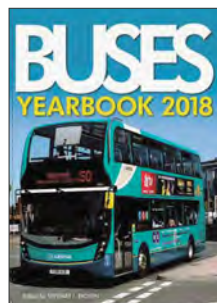
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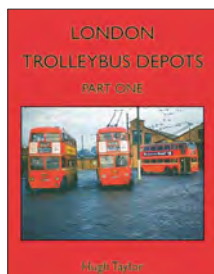
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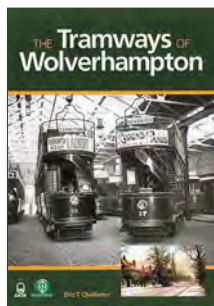
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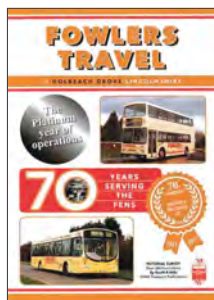
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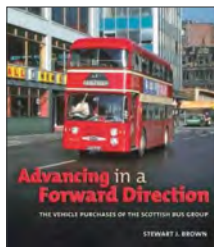
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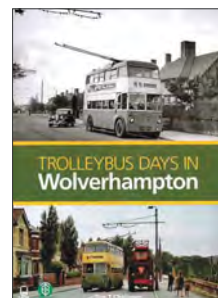


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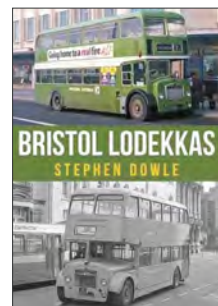
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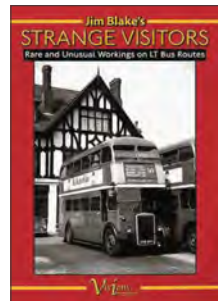
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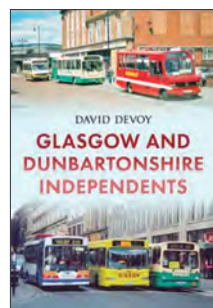
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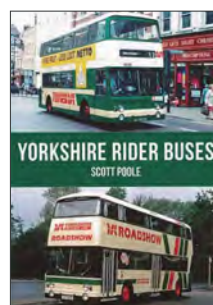
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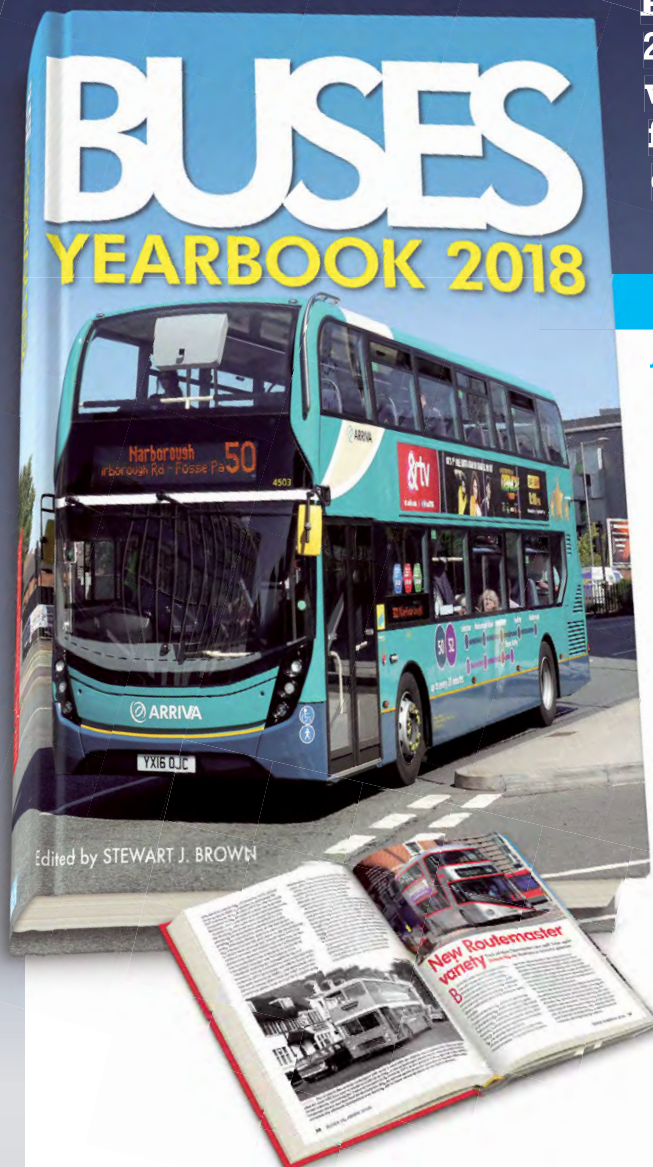
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